



MEETING : DISTRICT PLANNING EXECUTIVE PANEL
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : THURSDAY 25 FEBRUARY 2016
TIME : 7.00 PM

MEMBERS OF THE PANEL

Councillors L Haysey (Chairman), E Buckmaster and G Jones

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

Members are requested to retain their copy of the agenda and bring it to the relevant Executive and Council meetings.

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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.)

Audio/Visual Recording of meetings

Everyone is welcome to record meetings of the Council and its Committees using whatever, non-disruptive, methods you think are suitable, which may include social media of any kind, such as tweeting, blogging or Facebook. However, oral reporting or commentary is prohibited. If you have any questions about this please contact Democratic Services (members of the press should contact the Press Office). Please note that the Chairman of the meeting has the discretion to halt any recording for a number of reasons, including disruption caused by the filming or the nature of the business being conducted. Anyone filming a meeting should focus only on those actively participating and be sensitive to the rights of minors, vulnerable adults and those members of the public who have not consented to being filmed.

AGENDA

1. Apologies

To receive apologies for absence.

2. Chairman's Announcements

3. Minutes (Pages 5 - 10)

To approve as a correct record the Minutes of the Panel meeting held on 17 December 2015.

4. Declarations of Interests

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

5. East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update February 2016 (Pages 11 - 32)

Note – this item will include a presentation by Opinion Research Services (ORS).

6. Hertford Town Centre Urban Design Strategy February 2016 (Pages 33 - 154)

7. Bishop's Stortford North S106 Sports Investment Strategy, December 2015 (Pages 155 - 170)

8. Strategic Land Availability Assessment Update (Pages 171 - 298)

9. Duty to Co-operate Update Report (Pages 299 - 328)

10. Urgent Business

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

MINUTES OF A MEETING OF THE
DISTRICT PLANNING EXECUTIVE PANEL
HELD IN THE COUNCIL CHAMBER,
WALLFIELDS, HERTFORD ON THURSDAY
17 DECEMBER 2015, AT 7.00 PM

PRESENT: Councillor L Haysey (Chairman)
Councillors E Buckmaster and G Jones.

ALSO PRESENT:

Councillors A Alder, R Brunton, S Bull,
M Casey, K Crofton, I Devonshire,
M Freeman, J Goodeve, M McMullen,
M Pope and S Reed.

OFFICERS IN ATTENDANCE:

Chris Butcher	- Principal Planning Officer
Isabelle Hadow	- Senior Planning Officer
Martin Ibrahim	- Democratic Services Team Leader
Lorraine Kirk	- Senior Communications Officer
Kay Mead	- Principal Planning Officer
George Pavey	- Assistant Planning/Technical Officer
Jenny Pierce	- Principal Planning Officer
Claire Sime	- Planning Policy Manager
Kevin Steptoe	- Head of Planning and Building Control Services
Liz Watts	- Chief Executive

ALSO IN ATTENDANCE:

Graham Jones

- Planning Advisory Service

15 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Further to a request made at the previous meeting, the Panel received a report detailing information regarding the Community Infrastructure Levy (CIL) and how it would relate to the existing Section 106 charging regime.

The Panel noted that the CIL had been introduced by the Government in 2010 and was essentially a 'development tax' that allowed local planning authorities to seek non-negotiable payments for infrastructure based on a charge per square metre of floorspace.

CIL payments did not need to be spent on site specific infrastructure, and instead, could contribute towards the cost of providing larger, strategic infrastructure projects. CIL was not mandatory, and was the responsibility of individual local planning authorities to decide whether or not to implement it in their area. At present, many authorities in England and Wales have not yet adopted CIL.

Graham Jones, Planning Advisory Service (PAS), gave a presentation and answered Members' questions on:

- the impact on section 106 obligations;
- exemptions from CIL such as "starter homes"; and
- the need for the CIL charging regime to strike the right balance to ensure viability.

The Panel Chairman advised that a training session for Members would be arranged to better understand the issues before any decision on whether to adopt CIL was taken. It was also suggested that further analysis of CIL issues be undertaken, using additional resources if required. This was supported by the Panel.

The Panel Chairman thanked Graham Jones for his presentation.

The Panel supported the recommendations now detailed.

RECOMMENDED – that (A) the information contained in the report on the Community Infrastructure Levy be noted; and

(B) further analysis of CIL issues be undertaken, using additional resources if required.

16 **INTERIM VILLAGE HIERARCHY STUDY (DECEMBER 2015)**

The Panel considered a report on the Interim Village Hierarchy Study. The Panel recalled that Stage 1 of the Village Hierarchy Study had been considered at its meeting held on 10 September 2015. The Stage 1 Study had ranked the villages of East Herts in terms of their sustainability by assessing access to service and facilities and public transport provision. The Study had also stated that further work would be required before a final village hierarchy could be identified.

The Panel noted that further consultation with Parish Councils was being carried out and that, when complete, the final village hierarchy would inform the rural strategy contained within the emerging District Plan.

Officers referred to a supplementary paper which had been tabled at the meeting which provided the latest update and responded to comments received as part of the consultation.

Various Members commented and asked questions in relation to specific villages, some of which had been raised by parish councils. Members were encouraged to refer any comments they had received to Officers for a response to be made. Officers emphasised that the Study had yet to be completed and that consultations were ongoing.

The Panel supported the recommendation now detailed.

RECOMMENDED – that the Interim Village Hierarchy Study be noted, with a decision on the final Study deferred until further consultation with relevant Parish Councils has taken place.

17 **AUTHORITY MONITORING REPORT (AMR) 2014/15**

The Panel gave consideration to a report seeking approval for the publication of the Authority Monitoring Report (AMR). Local planning authorities were required to publish information, at least annually, that showed progress with Local Plan preparation, reported any activity relating to the duty to cooperate and showed how the implementation of policies in the Local Plan was progressing. This would enable communities and interested parties to be aware of progress that was being made. Local planning authorities could also use the AMR to provide up-to-date information on the implementation of any neighbourhood plans that had been made.

Officers confirmed that the AMR provided a snapshot as at 31 March 2015 and that, when considering planning applications, the Council would always consider the most up to date position.

The Panel supported the recommendation now detailed.

RECOMMENDED – that the Authority Monitoring Report (AMR) 2014/2015 contained at Essential Reference Paper 'B' and 'C' to the report submitted, be agreed for publication.

18 **CHAIRMAN'S ANNOUNCEMENTS**

The Panel Chairman welcomed Members and the public to the meeting and reminded them that the meeting was being webcast. She also welcomed Graham Jones, Planning Advisory Service, who would be giving a presentation in respect of Minute 15 - Community Infrastructure Levy.

19 MINUTES

RESOLVED – that the Minutes of the meeting held on 22 October 2015, be approved as a correct record and signed by the Chairman.

20 DATES OF FUTURE MEETINGS

RESOLVED – that the provisional dates of future meetings in 2016 be noted:

- 25 February
- 7 April
- 28 April

The meeting closed at 8.39 pm

Chairman
Date

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EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 25 FEBRUARY 2016

REPORT BY THE LEADER OF THE COUNCIL

EAST HERTS GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE ACCOMMODATION NEEDS ASSESSMENT UPDATE, FEBRUARY 2016

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report presents the findings of the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, February 2016, which makes recommendations on the amount of provision necessary for both Gypsies and Travellers and Travelling Showpeople for the period to 2032.

<u>RECOMMENDATION FOR DISTRICT PLANNING EXECUTIVE PANEL: That Council, via the Executive, be advised that:</u>	
(A)	the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, February 2016, be approved as part of the evidence base to inform and support the East Herts District Plan; and
(B)	the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, February 2016, be approved to inform Development Management decisions.

1.0 Background

- 1.1 Local authorities have a legal responsibility to plan for the accommodation needs of the Gypsy and Traveller community. The Housing Act 2004 (Section 225) requires local authorities to consider Gypsy and Traveller sites as part of their

Accommodation Assessments and to prepare strategies to meet those needs.

- 1.2 In March 2012 the Government, in tandem with the publication of the National Planning Policy Framework, issued its 'Planning policy for traveller sites' document, which set the overarching policy context for the provision of traveller accommodation (to include both Gypsies and Travellers and Travelling Showpeople). That guidance required local planning authorities to "make their own assessment of need for the purposes of planning" (paragraph 4) and that "local planning authorities should [*inter alia*], in producing their Local Plan "identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets" and "identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15".
- 1.3 Thus, an onus was placed on the Council to demonstrate that it could meet the identified accommodation needs of Gypsies and Travellers and Travelling Showpeople in the same way that it has a duty to meet general housing needs. In seeking to comply with this advice, and to provide a robust evidence base to underpin the emerging District Plan, the Council commissioned the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment, April 2014, which was considered by the District Planning Executive Panel at its meeting on 17 July 2014. A link to that agenda item can be found at the foot of this report.
- 1.4 Since that time, 'Planning policy for traveller sites' has been amended by the Government, and a revised version was published in August 2015. While the new guidance contains the majority of the same requirements in respect of duty to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople, the definitions around those who constitute Gypsies and Travellers and Travelling Showpeople for the purposes of planning policy have changed. This has necessitated an update to the 2014 Accommodation Needs Assessment.
- 2.0 Report
- 2.1 As stated above, changes to 'Planning policy for traveller sites' came into force in August 2015, which has changed the way that Gypsies and Travellers and Travelling Showpeople are assessed for accommodation purposes. The main change in respect of

planning policy, is that, at Annex 1: Glossary, the guidance has removed those Gypsies and Travellers who have “permanently” ceased to travel from the definitions for both Gypsies and Travellers and Travelling Showpeople for planning purposes. A new paragraph 2 to the Annex has been inserted which provides guidance regarding determining whether or not persons would fall within the definition.

- 2.2 As the previous Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment undertaken in 2014 was completed prior to the change in policy, it did not take into account whether or not any of the households surveyed at the time had “permanently” ceased to travel.
- 2.3 In order to ensure that the Council has the most robust evidence base to underpin Policy HOU7 in the emerging District Plan, it was therefore considered necessary to commission an update to the Accommodation Needs Assessment, which would take account of the change in guidance. Furthermore, the updated study would provide a more up to date picture in respect of the current accommodation needs of Gypsies and Travellers and Travelling Showpeople in the district, which may have changed since 2014.
- 2.4 The same consultants, Opinion Research Services (ORS), who undertook the original study, were commissioned to undertake the Update, which has ensured consistency across the evidence base.
- 2.5 A copy of the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment, Update Summary, February 2016, is provided at **Essential Reference Paper ‘B’**.
- 2.6 At the Panel meeting a presentation of the Accommodation Needs Assessment Update will be made by one of the ORS team and this will be followed by the opportunity for members to ask questions.
- 2.7 In viewing the Update, it is important to note that the purpose of an Accommodation Needs Assessment is to identify needs, and it is not concerned with matters of how that need could be met on a site specific basis. The conclusions of the Gypsies and Travellers and Travelling Showpeople Identification of Potential Sites Study, October 2014, which suggests approaches that the Council could take in respect of the selection of locations to meet the identified

need, remain unchanged by the Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update.

2.8 Following the undertaking of survey work in November 2015, the consultants have now completed the Accommodation Needs Assessment Update. Taking into account both the amendments to government guidance and changes in circumstances on individual sites, the new figures for both Gypsies and Travellers and Travelling Showpeoples' accommodation needs have been revised from those included in the previous study.

2.9 For Gypsies and Travellers, the previous level of need was identified as being for 12 pitches over the plan period (which was then projected to 2031) and this level of need has now decreased to three pitches (to 2032). This is largely the result of both there being no evidence of any Gypsies and Travellers currently present at the Esbies unauthorised site in Sawbridgeworth, and also due to the change in definition for assessment purposes of those residents who have permanently ceased to travel.

2.10 The breakdown for when pitches identified in the Update should be provided over the plan period is as follows:

	2016-2022	2022-2027	2027-2032	Total
East Herts	2	1	0	3

2.11 For Travelling Showpeople, whereas the previous level of need was identified as being for five plots over the plan period (to 2031), this has now increased to nine (to 2032). This increase is most likely to have arisen because of a greater response rate this time from residents of the single authorised site at Rye House compared to the previous survey.

2.12 The breakdown for when plots identified in the Update should be provided over the plan period is as follows:

	2016-2022	2022-2027	2027-2032	Total
East Herts	7	1	1	9

2.13 However, it should be noted that, where travellers now fall outside the Planning policy for traveller sites definition in terms of being

assessed for accommodation needs on Gypsy and Traveller or Travelling Showpeople's sites, the onus will still fall on the Council to make provision for their accommodation needs, in the same way as it has to take into account accommodation needs for the settled community.

- 2.14 As travellers generally have a cultural aversion to bricks and mortar accommodation in the travelling communities, it is likely that this provision will need to take the form of park homes, or similar, through the District Plan process.
- 2.15 As stated previously, the Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update (the subject of this report) serves to identify levels of needs and at what time period over the length of the District Plan, such pitches and plots should be provided. The Update does not make any recommendations on where that need should be accommodated in locational terms. This will be a matter for the joint Member/Officer Gypsies and Travellers and Travelling Showpeople Identification of Potential Sites Study Working Group to consider, with locations ultimately identified through the emerging District Plan in due course.

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) (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)
- Planning Practice Guidance (PPG) (General) (<http://planningguidance.planningportal.gov.uk/>)
- Planning policy for traveller sites (PPTS), August 2015 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)
- East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment, ORS, March 2014 (http://www.eastherts.gov.uk/media/pdf/5/i/FINAL_East_Herts_GTA_A_Report_-_23_06_14.pdf)
- East Herts Gypsies and Travellers And Travelling Showpeople

Accommodation Needs Assessment, April 2014 – Report to District
Planning Executive Panel – 17 July 2014
([http://democracy.eastherts.gov.uk/ieListDocuments.aspx?CId=151
&MId=2570&Ver=4](http://democracy.eastherts.gov.uk/ieListDocuments.aspx?CId=151&MId=2570&Ver=4))

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

<p>Contribution to the Council's Corporate Priorities/ Objectives:</p>	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
<p>Consultation:</p>	<p>Chief Executive, Head of Planning and Building Control, Planning Policy Team.</p>
<p>Legal:</p>	<p>None</p>
<p>Financial:</p>	<p>None</p>
<p>Human Resource:</p>	<p>None</p>
<p>Risk Management:</p>	<p>To seek to progress the District Plan to Examination without an up to date, robust, Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment evidence base in place would represent a significant risk that the District Plan would be found unsound.</p>
<p>Health and wellbeing – issues and impacts:</p>	<p>The Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update will ensure that the accommodation needs of Gypsies and Travellers and Travelling Showpeople can be met in the district, which will mean that these communities have suitable</p>

	permanent accommodation and not have to potentially resort to residing at unauthorised roadside encampments, which could be prejudicial to health and wellbeing.
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East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment



Update Summary
February 2016

1. Update Summary

Introduction and Methodology

- ^{1.1} The primary objective of the East Herts Gypsy and Traveller Accommodation Assessment (GTAA) Update is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in East Herts. The primary reason for completing the Update was the publication of a revised version of Planning Policy for Traveller Sites (PPTS) in August 2015. This included a change to the definition of Travellers for planning purposes.
- ^{1.2} The GTAA Update provides a robust and credible evidence base which can be used to aid the implementation of Development Plan policies and the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the period 2014-2032. The outcomes of this Update supersede the outcomes of the East Herts Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment that was published in April 2014.
- ^{1.3} The revised version of Planning Policy for Travellers Sites (PPTS) that was issued in August 2015 now requires a GTAA to determine whether households living on sites, yards, encampments and in bricks and mortar fall within the new definition of a Gypsy, Traveller or Travelling Showperson. Only if households fall within the new definition will their housing needs need to be assessed separately from the wider population in the GTAA, as required by the Housing Act (2004). The new definition now excludes those who have ceased to travel permanently. A Briefing Note has been prepared by ORS that sets out the implications of the revised PPTS on GTAA studies and a copy of this can be found in **Appendix A**.
- ^{1.4} The GTAA Update sought to understand the revised accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in East Herts through a new round of engagement with members of the Travelling Community. Fieldwork was undertaken during November 2015 and a total of 10 new interviews were completed with Gypsy and Traveller households living on 3 sites, with 32 new interviews completed with Travelling Showpeople households living on one yard. No interviews were possible on 1 Gypsy and Traveller site as the residents refused to be interviewed, and it was not possible to interview 1 household on one of the other sites. It was also determined that there are no longer any Gypsies or Travellers living on the Esbies site. No households were identified as living in bricks and mortar to be interviewed.
- ^{1.5} Whilst it was not possible to interview households on 1 site and 1 household on another site, it was possible to determine that they were occupied by the same residents as the previous study. It was therefore possible to use information gathered during successful interviews with these households that were completed for the previous GTAA to determine travelling characteristics.

New Definition of Gypsies and Travellers

- 1.6 Information that was sought during the interviews, or from the interviews that were completed in 2014, allowed each household to be assessed against the new definition of a Traveller. This included information on whether households have ever travelled; why they have stopped travelling; the reasons that they travel; and whether they plan to travel again in the future. The table below sets out the travelling status of households that were interviewed in East Herts. This shows that only 4 households on 1 of the private sites and 16 Travelling Showpeople households on the single private site meet the new definition of a Traveller – in that the remaining households cannot demonstrate that they travel away from their usual place of residence for the purpose of work, or have ceased to travel *temporarily* due to children in education, ill health or old age.

Figure 1 - Travelling Status of Households Interviewed in East Herts

	Meets New Definition	Does Not Meet New Definition	Unknown
Elmfield Stables	0	1	0
Field Farm	0	3	0
The Stables	4	3	0
Nine Acres	0	3	0
Rye House Caravan Park (Showpeople)	16	16	0

Key Demographic Findings

- 1.7 Ethnicity data that was captured from the 4 Gypsy and Traveller households that meet the new definition of a Traveller indicated that they were all Irish Travellers. The households comprised 16 residents - 8 adults and 8 children and teenagers aged under 18. This equates to 50% adults and 50% children and teenagers. Although not a direct comparison, data from the 2011 Census for East Herts as a whole (the settled community and the Gypsy or Irish Traveller community) has been compared to the demographics recorded in the household interviews. This shows a significantly lower proportion of those aged under 18 in the East Herts population as a whole.

Revised Pitch Needs – Gypsies and Travellers

- 1.8 Based upon the evidence collected during the household interviews and following an assessment against the new definition of a Traveller, the additional pitch provision needed in East Herts to 2032 for the 4 Gypsy and Traveller households on The Stables site who meet the new definition of a Traveller **is for 3 additional pitches**. This is made up solely from new household formation based on 5 children aged between 6 and 15 that would be expected to form households of their own in the next 15 years – assuming approximately 50% of these households will form and move away from East Herts. Given the small number of households that fall within the new definition it is not felt appropriate to apply a % new household formation rate to the households that fall within the new definition. The likelihood is that all of the need could be met through expansion/intensification at The Stables site or strategic allocations/broad locations, and it is also possible that there may be some supply freed up due to dissolution of pitches that could help meet the longer-term need that has been identified.

Figure 2 – Addition Gypsy and Traveller Provision Needed in East Herts to 2032

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	-
Movement to bricks and mortar	-	0	-
Additional supply unimplemented pitches	-	0	-
Total Supply	-	0	-
Current Need			
Unauthorised developments or encampments	0	-	-
Concealed households	0	-	-
Net movement from bricks and mortar	0	-	-
Total Current Need	0	-	-
Future Need			
Sites with temporary planning permission	0	-	-
Net migration	0	-	-
New household formation	3	-	-
Total Future Needs	3	-	-
Total	3	0	3

^{1.9} Of this need 2 additional pitches will be needed between years 2016-2022, and 1 between years 2022-2027.

Figure 3 - Extra pitch need in East Herts

	2016-2022	2022-2027	2027-2032	Total
East Herts	2	1	0	3

^{1.10} Whilst households who do not travel fall outside the new definition of a Traveller, Romany households and Irish and Scottish Travellers continue to have a cultural need and right to a caravan site under the Equalities Act 2010. Provisions set out in the new Housing and Planning Bill are seeking to include a requirement to assess the needs of people living on sites on which caravans can be stationed, or on places on inland waterways where houseboats can be moored, under S8 of the 1985 Housing Act that covers the requirement for a periodical review of housing needs. The implication is therefore that the housing needs of the Gypsy and Traveller households who do not meet the new definition of a Traveller will need to be assessed as part of the wider housing needs of an area. On this basis, it is evident that the needs of the 4 Irish or Romany households will represent a relatively very small proportion of the overall housing need (less than 0.05% of the OAN); however the Council will need to ensure that arrangements are in place to properly address the needs of these households.

Transit Sites / Temporary Stopping Places

^{1.11} There is the possibility that changes to PPTS could result in increased levels of travelling but it is not recommended that there is a need for the Council to consider any transit provision at this time as there is an operational public transit site in Hertsmere which can be used for enforcement actions

for Travellers in any district or borough in Hertfordshire. Whilst the site does have problems with households occupying it on an almost continuous basis, if this issue can be resolved it would provide a transit site for use by households visiting East Herts.

1.12 The situation relating to levels of unauthorised encampments by households that meet the new definition of a Traveller, and occupation levels of any unauthorised roadside encampments, should however be continually monitored whilst the changes associated with the new PPTS develop.

Travelling Showpeople Needs

1.13 The outcomes of the Update identified that the half of households living on the single Travelling Showpeople yard, at Rye House Caravan Park, in East Herts do meet the new definition of Travellers as they travel all year round for work purposes. There were also levels of over-crowding identified on the yard at Rye House Caravan Park that need to be addressed.

1.14 Within the 16 Travelling Showperson households that meet the new definition there are a total of 7 family members (older children or young adults) who will need a plot of their own in the next 5 years and all have indicated that they would like to stay with their families. For medium to longer-term need a household formation rate of 1.00% has been applied to the 13 households with children, or with younger adults. This formation rate has been calculated using the demographics of the population of those living on the yard who meet the new definition of a Traveller, and comparing to work undertaken by ORS when producing a recent evidence base¹ to support rates of new household formation for the Travelling Community in England. This results in a further 2 households to form by 2032.

Figure 4– Addition Travelling Showperson Provision Needed in East Herts to 2032

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	-
Movement to bricks and mortar	-	0	-
Additional supply unimplemented pitches	-	0	-
Total Supply	-	0	-
Current Need			
Unauthorised developments or encampments	0	-	-
Concealed households	0	-	-
Net movement from bricks and mortar	0	-	-
Total Current Need	0	-	-
Future Need			
Sites with temporary planning permission	0	-	-
Net migration	0	-	-
New household formation	9	-	-
Total Future Needs	9	-	-
Total	9	0	9

¹ ORS Technical Note on Gypsy and Traveller Household Formation and Growth Rates (2015)

1.15 Of this need 7 additional plots will be needed between years 2016-2022, 1 between years 2022-2027 and 1 between years 2027-32.

Figure 5 - Extra pitch need in East Herts

	2016-2022	2022-2027	2027-2032	Total
East Herts	7	1	1	9

Conclusions and Recommendations

Need for Gypsies and Travellers

1.16 Based upon the evidence collected during the household interviews and following an assessment against the new definition of a Traveller, the additional pitch provision needed in East Herts to 2032 for the 4 Gypsy and Traveller households on The Stables site who meet the new definition of a Traveller **is for 3 additional pitches**. The likelihood is that all of the need could be met through expansion/intensification at The Stables site or strategic allocations/broad locations, and it is also possible that there may be some supply freed up due to dissolution of pitches that could help meet the longer-term need that has been identified.

Need for Transit Provision

1.17 There is the possibility that changes to PPTS could result in increased levels of travelling but it is not recommended that there is a need for the Council to consider any transit provision at this time as there is an operational public transit site in Hertsmere which can be used for enforcement actions for Travellers in any district or borough in Hertfordshire.

Need for Travelling Showpeople

1.18 Based upon the evidence collected during the household interviews and following an assessment against the new definition of a Traveller, the additional pitch provision needed in East Herts to 2032 for the 16 Travelling Showpeople living at Rye House Caravan Park who meet the new definition of a Traveller **is for 9 additional plots**. The likelihood is that none of this need can be met on the existing yard as there are already accepted levels of over-crowding that need to be addressed.

Appendix A – PPTS 2015 Briefing Note

Gypsy and Traveller Accommodation Assessments

ORS Briefing on the Implications of Changes to Planning Policy for Traveller Sites

September 2015

Please note that these are the current views of ORS on the implications of the changes to PPTS and clarification has not yet been sought from DCLG on our interpretation of the potential changes to the definition of Gypsies, Travellers and Travelling Showpeople in relation to undertaking GTAA's.

Background

The recent changes to PPTS that were published on 31st August will now require a GTAA to determine whether households living on sites, encampments and in bricks and mortar fall within the new definition of a Gypsy, Traveller or Travelling Showperson. Only if they fall within the new definition will their housing needs need to be assessed separately from the wider population, as required by the Housing Act (2004).

There are a number of issues that will need to be considered when seeking to apply the new definition and this short briefing covers the views of ORS on these in relation to completing a GTAA.

Conflicting Definitions of a Traveller

It is our understanding there are now 3 definitions for a Gypsy, Traveller or Travelling Showperson. The PPTS (2015) definition, the Housing Act (2004) definition, and the Equality Act (2010) definition (which only applies only to Romany and Irish Travellers as an ethnic group).

- ¹ In their response to the consultation on Planning and Travellers DCLG stated that *the Government will, when parliamentary time allows, seek to amend primary legislation to clarify the duties of local authorities to plan for the housing needs of their residents*. This should bring the Housing Act definition in line with the PPTS definition.

The key issue is that there will be Romany and Irish Travellers who no longer travel so will not fall under the Planning or Housing definition, but Council's may still need to meet their needs through the provision of *culturally suitable* housing under the requirements of the Equality Act.

We believe that this will now create a new category of Gypsy, Traveller or Travelling Showperson - *a Non-Travelling Romany or Irish Traveller* - that Council's will need to consider in terms of housing provision. The needs of households that fall within this category *will not necessarily* be assessed in a GTAA and will need to be assessed separately under the NPPF.

The 'Planning Definition' in PPTS:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) Whether they previously led a nomadic habit of life*
- b) The reasons for ceasing their nomadic habit of life*
- c) Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

The ‘Housing Definition’ in the Housing Act 2004

Section 225: Every local housing authority must, when undertaking a review of housing needs in their district under section 8 of the Housing Act 1985 (c. 68), carry out an assessment of the accommodation needs of gypsies and travellers residing in or resorting to their district...gypsies and travellers has the meaning given by regulations made by the appropriate national authority.

The definition of Gypsies and Travellers as referred to at Section 225 of the Act is that set out for the purposes of planning by the Secretary of State for Communities and Local Government.

Therefore the definition of ‘gypsies and travellers’ for this purpose is specified in ‘The Housing (Assessment of Accommodation Needs) (Meaning of Gypsies and Travellers) (England) Regulations 2006’ (Statutory Instrument: 2006 No. 3190).

The following definition of “gypsies and travellers” should now be used:

(a) persons with a cultural tradition of nomadism or living in a caravan; and

(b) all other persons of a nomadic habit of life, whatever their race or origin, including:

(i) such persons who, on grounds only of their own or their family’s or dependant’s educational or health needs or old age, have ceased to travel temporarily or permanently; and

(ii) members of an organised group of travelling showpeople or circus people (whether or not travelling together as such).

The ‘Equality Act’ 2010 Definition

The courts have determined that Romany Gypsies and Irish Travellers are protected against race discrimination because they are included under the Protected Characteristics as an ethnic group. Culturally suitable housing should be provided for this group.

Definition of Travelling

One of the most questions that GTAA’s will need to address in terms of applying the new definition is *what constitutes travelling?* This has been determined through case law that has tested the meaning of the term ‘nomadic’.

R v South Hams District Council (1994) – defined Gypsies as “persons who wander or travel for the purpose of making or seeking their livelihood (not persons who travel from place to place without

any connection between their movements and their means of livelihood.)” This includes ‘born’ Gypsies and Travellers as well as ‘elective’ Travellers such as New Age Travellers.

In *Maidstone BC v Secretary of State for the Environment and Dunn (2006)*, it was held that a Romany Gypsy who bred horses and travelled to horse fairs at Appleby, Stow-in-the-Wold and the New Forest, where he bought and sold horses, and who remained away from his permanent site for up to two months of the year, at least partly in connection with this traditional Gypsy activity, was entitled to be accorded Gypsy status.

In *Greenwich LBC v Powell (1989)*, Lord Bridge of Harwich stated that a person could be a statutory Gypsy if he led a nomadic way of life *only seasonally*.

The definition was widened further by the decision in *R v Shropshire CC ex p Bungay (1990)*. The case concerned a Gypsy family that had not travelled for some 15 years in order to care for its elderly and infirm parents. An aggrieved resident living in the area of the family’s recently approved Gypsy site sought judicial review of the local authority’s decision to accept that the family had retained their Gypsy status even though they had not travelled for some considerable time. Dismissing the claim, the judge held that a person could remain a Gypsy even if he or she did not travel, provided that their nomadism was held in abeyance and not abandoned.

That point was revisited in the case of *Hearne v National Assembly for Wales (1999)*, where a traditional Gypsy was held not to be a Gypsy for the purposes of planning law as he had stated that he intended to abandon his nomadic habit of life, lived in a permanent dwelling and was taking a course that led to permanent employment.

It is our understanding that the implication of these rulings in terms of applying the new definition is that it will include those who travel but also have a permanent site or place of residence, but that it will not include those who travel for purposes other than work – such as visiting horse fairs and visiting friends or relatives. It will in our view not cover those who commute to work daily from a permanent place of residence.

It will also be the case in our view that a household where some family members travel for nomadic purposes on a regular basis, but where other family members stay at home to look after children in education, or other dependents with health problems etc. the household unit would be defined as travelling under the new definition.

Households will also fall under the new definition if they can demonstrate that they have ceased to travel temporarily as a result of their own or their family’s or dependants’ educational or health needs or old age. In order to have ceased to travel temporarily these households will need to demonstrate that they have travelled in the past. In addition households may also have to demonstrate that they plan to travel again in the future. These issues are covered later in this briefing.

Changes to Fieldwork Requirements

In determining whether households fall within the new definition it is important that GTAA fieldwork is undertaken in a robust and inclusive manner, with efforts made to speak with households living on *all pitches and plots* in any given local authority area. Attempts to speak with every household is likely to increase the costs of site fieldwork but it is felt that robust and defensible evidence on household travelling characteristics can only be obtained by speaking with a member from each family directly. If this does not happen the determination of whether a household falls within the new definition is likely to be challenged.

Interviewers will need to follow an approach similar to what is being advocated by Welsh Government in their recent GTAA Guidance which requires interviewers to make a minimum of 3 attempts to complete a successful household interview before seeking information from a third party. The keeping of an Interview Log to record dates and times of unsuccessful visits, and reasons for a refusal to be interviewed is also recommended.

Qualifying Questions and Evidence to Support Travelling Status

A series of *qualifying questions* will need to be asked during the more intensive household interviews to determine whether each household will fall under the new definition. There will be a need to ask questions to determine for example:

- » The ethnicity of households;
- » Whether they travel for nomadic purposes as defined by case law;
- » If they do not travel, whether they have travelled for nomadic purposes in the past;
- » Whether they have ceased to travel permanently or temporarily;
- » The reasons why they have ceased to travel temporarily; and
- » Whether and when they plan to resume travelling for nomadic purposes.

The responses to these questions should enable the new planning/housing and ethnicity definitions of Gypsies, Travellers and Travelling Showpeople to be applied to each household in the first instance.

One of the most difficult issues to address will be to evidence households that claim to have *ceased travelling temporarily* as a result of their own or their family's or dependants' educational or health needs or old age. This will need to include evidence that households have travelled in the past.

Example of evidence to support the new definition and households that claim to have ceased to travel temporarily could include:

- » Details of previous travelling by the applicant or by family members for the purpose of work could include originals or copies of family photographs.
- » Evidence to support household members ceasing to travel temporarily could include letters or reports from GPs or consultants; and Letters from head teachers and/or Traveller Education Officers.
- » Evidence to support not being able to travel due to a lack of sites or transit provision could include details of attempts to find alternative sites, including, for example, letters to local estate agents and evidence of enquiries to local authorities.

- » Evidence to support a nomadic way of life for work purposes could include records of work undertaken such as quotes and invoices; receipts for stays on transit sites; and details of enforcement of unauthorised encampments; and details of schools attended and GP registrations whilst away travelling.

The practical implications of this in relation to the fieldwork element of a GTAA will be whether this evidence actually needs to be produced or whether households will simply need to be asked if they would be able to provide evidence if requested at a later date.

Applying the Definition

When the household survey is complete the outcomes from the qualifying questions will need to be used to determine the status of each household on each site. Decisions will need to be made whether it will be for a local authority, a third party undertaking the GTAA, or a combination of both, to make the final determination of whether households fall within the new definition.

It is highly likely that this will result in sites with a mixture of household statuses – even on smaller private family sites. We think that households will fall under one of 4 classifications that will determine whether their housing needs will need to be assessed in the GTAA.

- » Households that travel under the new definition – *Yes*
- » Households that have ceased to travel temporarily under the new definition - *Yes*
- » Households that do not travel under the new definition - *No*
- » Romany or Irish Travellers who do not travel under the new definition - *No*

In practical terms, a current GTAA may have a need for 100 pitches from new household formation over its local plan period. If 50% of these households do not meet the new definition of being a Traveller then it could be argued that the need from new household formation should fall from 100 to 50. However, this assumes that the children of current non-Travelling households will also not travel themselves in the future and will not have their needs from new household formation met. This is going to be very difficult to evidence in practice.

This also raises the question of who is responsible for assessing the needs of the 50 households who have been removed from the assessment of need in the GTAA. The Equalities Act requires that *Romany and Irish Travellers* are provided with *culturally sensitive* accommodation. It may therefore be that the GTAA will exclude 50 households on the grounds that they no longer meet the planning/housing definition of being Travellers, but the requirements of the Equalities Act mean that these households' ethnic status will still lead to the need to provide caravan pitches. These may be on park home sites rather than Gypsy and Traveller sites.

In practice it may be that the new definition has a very large impact on a small number of planning applications where households who no longer travel will not be deemed Travellers. However, for the existing population and sites it is unlikely the effect will be as dramatic as being envisaged. Given that the majority of Councils do not have 5 year land supplies for either housing or Gypsy and Traveller sites, it may simply be that planning applications are moved from being for Gypsy and Traveller sites to being for park home sites – using case law established by *Wenman v Secretary of State* Judgement and subsequent changes made to Paragraphs 49 and 159 in the NPPF in July 2015.

Paragraph 49

From today, those persons who fall within the definition of ‘traveller’ under the Planning Policy for Traveller Sites, cannot rely on the lack of a five year supply of deliverable housing sites under the National Planning Policy Framework to show that relevant policies for the supply of housing are not up to date. Such persons should have the lack of a five year supply of deliverable traveller sites considered in accordance with Planning Policy for Traveller Sites.

Paragraph 159

Planning Policy for Traveller Sites sets out how ‘travellers’ (as defined in Annex A of that document) accommodation needs should also be assessed. Those who do not fall under that definition should have their accommodation needs addressed under the provisions of the National Planning Policy Framework.

Conclusions

As a result of the changes to PPTS ORS have identified that there are a number of key points that local authorities need to be aware of in relation to their GTAA:

- » It is unclear at the present time whether the changes will be applied retrospectively to GTAAs that have already been published and have been through a Local Plan Examination – however they will need to be taken into consideration when dealing with new planning applications and appeals. This will impact on the identification of a 5 year supply of deliverable Traveller sites as the level of need will be unknown without applying the definition to all households.
- » In the majority of cases it may be necessary to undertake new site fieldwork to gather up-to-date and robust information from each household on their travelling characteristics in order for the new definition to be properly applied for the purpose of assessing household need.
- » The definition of a *Traveller* and what constitutes *Travelling* appear to be clearly set out in case law. What local authorities will need to consider how to robustly apply the outcomes of the qualifying questions when determining whether a household has ceased to travel temporarily?
- » It is difficult at this stage to consider the future needs (new household formation) of the children of current non-travelling households as it will be very hard to evidence whether or not they will travel themselves in the future.
- » In short this will not reduce the number of households seeking to live on sites in caravans. Local authorities will still need to consider how to address the housing needs of Romany and Irish Travellers who do not travel but fall under the requirements of the Equality Act. For the remainder of those households who do not fall under the new definition local authorities will still need to consider how they should have their accommodation needs addressed under the provisions of the National Planning Policy Framework. These will most likely need to be met on park home sites as opposed to Traveller sites.

- » It is also important to note that the definition will need to be applied in a consistent manner to households living in caravans on sites and encampments, and for those living in bricks and mortar, as there is nothing in the definition that states that a household needs to live in a caravan or other mobile structure.
- » There are also likely to be practical implications in the reporting of GTAs as the assessment will now need to be on a pitch-by-pitch basis, and may involve the publication of sensitive and personal information that may lead to issues with data protection requirements.

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EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 25 FEBRUARY 2016

REPORT BY THE LEADER OF THE COUNCIL

HERTFORD TOWN CENTRE URBAN DESIGN STRATEGY, FEBRUARY 2016

WARD(S) AFFECTED: All Hertford Wards

Purpose/Summary of Report

- This report presents the Hertford Town Centre Urban Design Strategy.

<u>RECOMMENDATION FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:	
(A)	the Hertford Town Centre Urban Design Strategy, February 2016, be approved as part of the evidence base to inform and support the East Herts District Plan; and
(B)	the Hertford Town Centre Urban Design Strategy, February 2016, be approved to inform Development Management decisions.

1.0 Background

1.1 In February 2015 Tibbalds, a leading planning and urban design consultancy, was appointed by East Herts Council, working together with Hertfordshire County Council and Hertford Town Council, to develop a Vision and Urban Design Strategy for Hertford town centre.

1.2 Key elements of the study brief were to consider the future of major sites, the design and management of the street scene and transport issues for the town centre.

1.3 To inform the developing Strategy, Tibbalds' expertise was

supplemented by property, retail, transport, and landscape architectural specialists over the course of the project.

1.4 Following two rounds of public consultation, a finalised Hertford Town Centre Urban Design Strategy (HTCUDS) has been produced and a copy of this is provided at **Essential Reference Paper 'B'**.

1.5 A presentation by Tibbalds to Hertford members of all three (district, town and county) councils and District Planning Executive Panel members has been arranged for Thursday 18th February. This will provide the opportunity for a detailed briefing and discussion regarding the HTCUDS proposals for relevant members of all three authorities involved in the project.

2.0 Report

2.1 At the beginning of 2015, Hertford faced a number of challenges, which cumulatively acted as a driver for these issues to be addressed. These included:

- a) The need to devise a successful redevelopment scheme for Hertford's main shopping area at Bircherley Green.
- b) The need for a Hertford-specific approach to retail policy, following a 'critical friend' review of the emerging District Plan retail and town centres policies by the Planning Advisory Service.
- c) General concerns about the vitality of certain shopping areas e.g. Maidenhead Street, Market Place, etc.
- d) Deterioration of Public Realm, Quality and Maintenance;
- e) Need to detail ideas for anticipated change of public spaces – Maidenhead Street, Bull Plain, Old Cross, The Wash/Millbridge, and The Riverside; the remaining parts of Fore Street; The Marquee and frontage of Warren Place, and Hertford East Station and its approach.

2.2 A brief was therefore produced, which included the following Key objectives:

- Optimising the value of Hertford's heritage, open spaces and landscape assets, including the river areas;

- Providing a town centre that is safe, attractive and enjoyable as a place people will naturally favour to shop, work and spend their leisure time;
- Enhancing the user experience by creation of a distinctive network of public paths, spaces and opportunities to hold public events;
- Designing a town that focuses on place and character of Hertford's historic environment while balancing the need for movement – managing the conflicts of vehicles and pedestrians, giving priority to accessibility and emphasising sustainable travel modes;
- Revitalising the commercial activity of the town centre and secure, in particular, the long term health of the primary shopping areas of Bircherley Green, Maidenhead Street and The Marquee;
- Developing a coherent, high quality and cost effective approach to the treatment and maintenance of the public highway, footways and other public spaces in the town centre;
- Developing a sensitively designed strategy for car parking provision within and around the town centre.

2.3 Following a competitive process, Tibbalds were appointed by East Herts Council, working together with Hertfordshire County Council (HCC) and Hertford Town Council (HTC), to carry out the work. A Member Steering Group was formed of three members (Councillors Suzanne Rutland-Barsby, Peter Ruffles, and Andrew Stevenson) who each represented at least two of the councils involved in the project. This was to ensure that the Strategy could be guided, with close officer liaison, through its development by representatives of all three authorities that would be responsible for aspects of future potential implementation. Latterly, since December 2015, Town Councillor Jane Sartin has also joined the Member Steering Group in an advisory capacity.

2.4 The work has also been strongly underpinned by public involvement in the process, which encompassed seeking initial views, in March 2015, on what people who use the town liked, didn't like, and would wish to see in the future for Hertford, before any potential schemes were devised for the Strategy. A second round of consultation followed in September 2015, and this suggested measures that could be included in the Strategy to address the objectives. Conscious of the need to ensure public buy-in for promoted schemes, the results of the second

consultation have resulted in several amendments to some of the originally suggested proposals.

2.5 The final version of the Strategy, the subject of this agenda paper, has its key messages clearly articulated in the opening paragraph:

The purpose of this strategy is to guide future development in Hertford's town centre. It provides a long-term coherent vision for the area, provides design approaches for key areas within the town centre, and aims to guide developers and provide a framework for determining planning applications. The Strategy seeks to engender a sense of community, to provide opportunities to reinforce or improve the sense of place associated with Hertford Town Centre and its environs (in line with the sustainability principles outlined in section 2 of the NPPF (ensuring the vitality of town centres)).

2.6 Throughout the process, Tibbalds (and their associated specialist consultancies) have been keen to point out that Hertford benefits from many existing high quality assets which are important to be retained and enhanced. However, some of these remain undiscovered by those unfamiliar with the town, or would benefit from greater access opportunities being made available.

2.7 In particular, the potential for riverside views and access to be exploited was a key issue, which the public also identified early in the process.

2.8 The full version of the Strategy is available at **Essential Reference Paper 'B'** but, to draw out some of the main headlines, these include but are not limited to:

- Exploiting the potential for riverside views and access;
- Potential for vehicular movement to be restricted in the area to the west of Market Street to remove extraneous vehicles to allow for a safer and improved environment for town centre users and provide opportunities for enhancement and use of Bull Plain;
- Better legibility in the town centre, via information totems and public realm enhancements, to help people best discover the town and its assets;
- The introduction of the Quarters concept, recognising the unique identity of discrete town centre areas;

- Supporting a variety of town centre activities, as appropriate, to add vitality to the town centre;
- Key Sites Strategy for three important sites (Bircherley Green, Maidenhead Street and The Marquee) all of which are intended to raise the profile of the town in retail and economic terms while improving the public realm.
- For Bircherley Green, key principles emergent in the Strategy have already been used to inform discussions with the site promoters;
- For the bus station, following considerable work on evaluating alternative provision involving redistribution of services elsewhere in the town, strong stance taken on retaining a unified bus station at Bircherley Green;
- Proposals for the Hertford East station area tie in with the provisions of both the Hertford and Ware Urban Transport Plan and Mead Lane Urban Design Framework;
- Public realm improvements proposed would ensure coherence across the central core and offer greater opportunity for raising the profile of pedestrians and create linkages via a 'spine' through the heart of the town centre;
- Coherent movement strategy developed for the town centre, including, *inter alia*, improving the pedestrian and cycling environment.

2.9 It is interesting to note that, since the commencement of the Strategy, two of the key buildings identified in the brief, which had been vacant for a considerable period of time, have now been brought forward for occupation. Firstly, the former McDonald's building in Maidenhead Street is now the site of the relocated Post Office, and The Marquee, in Railway Street, has received planning permission for conversion to a gym.

2.10 Whether these developments are as a result of raised prominence through the Strategy process or simply coincidental is unclear, but these changes mean that any of the schemes suggested through the Strategy for these buildings are unlikely to be brought to fruition in the short-term. However, this would not preclude consideration of the proposals in the longer term should opportunities arise.

2.11 It is important to understand that, while the Strategy contains a distinct vision and suggests various schemes, these should be viewed as a starting point in the process. The schemes proposed are heavily caveated to be viewed as 'outline concept drawings illustrating potential schemes which are liable to alteration through

the design process'. This will provide complete flexibility around final designs going forward, but will critically provide a framework to aid negotiation with developers, seeking funding opportunities, etc. Further public consultation on revisions that provide actual detailed designs, finalised materials etc will take place in due course, as appropriate.

- 2.12 Another key point to note is that the Strategy is designed for a twenty year period lifespan, so not all elements will come forward in the short-term. Some aspects will also be reliant on external factors (e.g. the potential full or partial closure of the Parliament Square end of Fore Street to all but buses, cycles and access, would be dependent on HCC, as Highway Authority, being satisfied in respect of traffic implications). However, other aspects could be brought forward in a much quicker timescale. In this respect, it is important to note that a considerable amount of preparatory work has been undertaken by HTC in respect of Maidenhead Street, which could result in the area benefiting from an enhancement scheme being implemented in the short-term.
- 2.13 In summary, the commissioning of the HTCUDS project has provided a unique, once in a generation, opportunity for consultants and all three councils serving Hertford to work together to provide a multi-faceted Strategy that will influence the development and enhancement of its central core for short, medium and long-term time horizons.
- 2.14 Members are therefore invited to support the HTCUDS for both District Plan and Development Management purposes.

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)
(<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)
- Hertford and Ware Urban Design Strategy
(<http://www.hertsdirect.org/services/transtreets/tranpan/tcatp/handwutp.pdf/>)

- Mead Lane Urban Design Framework
(<http://www.eastherts.gov.uk/index.jsp?articleid=24787>)

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

<p>Contribution to the Council's Corporate Priorities/ Objectives:</p>	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
<p>Consultation:</p>	<p>Chief Executive, Head of Planning and Building Control, Planning Policy Team, Tim Hagyard, Cliff Cardoza, Paul Pullin, Will O'Neill, Ian Sharratt, Paul Stevens, Andrew Pulham.</p>
<p>Legal:</p>	<p>None</p>
<p>Financial:</p>	<p>None</p>
<p>Human Resource:</p>	<p>None</p>
<p>Risk Management:</p>	<p>Failure to bring forward a coherent strategy for Hertford Town Centre would risk losing the chance to provide a framework to negotiate new development and would risk losing potential funding opportunities.</p>
<p>Health and wellbeing – issues and impacts:</p>	<p>The Hertford Town Centre Urban Design Strategy contains initiatives that will encourage walking and cycling in the town centre and also aims to reduce traffic in the central core, which should improve its environmental quality.</p>

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Hertford

Town Centre Urban Design Strategy

February 2016



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Hertford is already a great town, this study is designed to make it the best it can be and secure its status as the county town of Hertfordshire.



Figure 1.1: Strengths of Hertford

1 Introduction

1.1 About the project

1.1.1 The purpose of this strategy is to guide future development in Hertford's town centre. It provides a long-term coherent vision for the area, provides design approaches for key areas within the town centre, and aims to guide developers and provide a framework for determining planning applications. The Strategy seeks to engender a sense of community, to provide opportunities to reinforce or improve the sense of place associated with Hertford Town Centre and its environs (in line with the sustainability principles outlined in section 2 of the NPPF (ensuring the vitality of town centres)).

1.1.2 Among other things, it also includes technical (although not exhaustive or exclusive) advice on landscape and urban design principles and recommendations for street furniture selection etc. befitting the County Town.

1.1.3 This document is split into four key parts:

- The Vision;
- Movement Strategy;
- Design Strategy; and
- Public Realm.

1.1.4 The Vision section commences with the vision and objectives for the strategy. These were generated from a process of public engagement conducted in March 2015 and are supported by a set of Place-making principles for Hertford Town Centre.

1.1.5 The Movement Strategy sets out opportunities to improve people's ability to access the town centre as well as move within it.

1.1.6 The Design Strategy includes more technical information detailing how the urban design strategy will be achieved. This will commence with a strategy for three key sites within the town, these are:

- Maidenhead Street;
- The Marquee; and
- Bircherley Green.

1.1.7 This is followed by a public realm strategy, setting out public realm design principles and a materials and landscape palette.

1.1.8 The commissioning of the Study has been led by East Herts Council, working together with Hertfordshire County Council and Hertford Town Council.

1.2 Why is the strategy necessary?

1.2.1 East Herts Council is in the process of developing its new District Plan. When adopted this will deliver sustainable development and shape the future of East Herts until 2031. The Hertford Town Centre Urban Design Strategy will support the preparation of this document.

1.2.2 Hertford is an historic, characterful and successful place. However, in recent years the economic downturn and changing roles of small towns have threatened its identity as the County Town of Hertfordshire. Some retail units have been left empty, parts of the public realm are tired and dated and new development has sometimes failed to deliver the best for Hertford. There is a need to re-invigorate the town centre. The Council needs to ensure its new policies reflect the current needs of the town centre, its occupiers, visitors and the local community.

1.2.3 A number of issues are driving this project. These are:

- The need to devise a successful redevelopment scheme for Hertford's main shopping area at Bircherley Green.
- The need for a Hertford-specific approach to retail policy and the need to address general concerns about the vitality of certain shopping areas e.g. Maidenhead Street, Market Place, etc.
- Deterioration of public realm quality and maintenance.
- The need to detail ideas for anticipated change of public spaces – Maidenhead Street, Bull Plain, Old Cross, The Wash/Mill Bridge, The Riverside, Fore Street, The Marquee, Warren Place, and Hertford East Station.
- The need for longer term design vision of the town centre that commands public support and ownership, and which can inform policy documents and Development Management decisions.
- The need for an economically viable strategy to deliver the best planning outcome in the public interest.
- The need to ensure a working town centre accessible for businesses and desirable to visitors and users as they move around.
- The need to ensure accessibility by sustainable modes of transport to meet future demands.

3 Methodology

1.3.1 The project has been undertaken in 5 stages. These are illustrated in the time-line diagram opposite and are summarized below.

Stage 1: Inception, briefing and review.

1.3.2 Stage 1 set the scene for the project. It ensured that all of the client and consultant team had met each other and were properly briefed. It also ensured all background information was reviewed prior to commencing project work.

Stages 2 and 3: Baseline appraisals and Visioning.

1.3.3 A baseline report prepared at the end of stage 2 summarises initial urban design, retail, market, public realm and movement appraisals. The purpose of the baseline appraisal is to gain an in-depth understanding of the opportunities in the town centre and a robust evidence base to support the future strategy.

1.3.4 Engagement events with the public, stakeholders and elected members identified existing issues and established a vision and objectives for the strategy.

Stage 4: Draft strategies.

1.3.5 The Town Centre strategy prepared for consultation purposes was based on the baseline appraisals as well as the issues and objectives identified through the initial engagement.

Stage 5: Final urban design strategy.

1.3.6 Following a final public engagement the strategy has been completed.

1.3.7 All of the proposals included in this document have been informed by a process of public engagement. Proposals have been carefully considered to not prejudice against anyone in terms of race disability or human rights.

1.4 Structure of the report

1.4.1 The remainder of this document is split into four sections:

- **Section 2 - The Vision** sets out the overarching vision and objectives for Hertford Town Centre. These have been identified through public and stakeholder engagement events.
- **Section 3 - Movement Strategy** looks at the movement to, from and within the town centre and how this could be changed in support of the overall vision and objectives.
- **Section 4 - Design Strategy** contains guidance on the key sites at Bircherley Green, Maidenhead Street and The Marquee.
- **Section 5 - Public Realm** sets out the principles for a coordinated public realm strategy and identifies an approach towards paving, materials and street furniture.

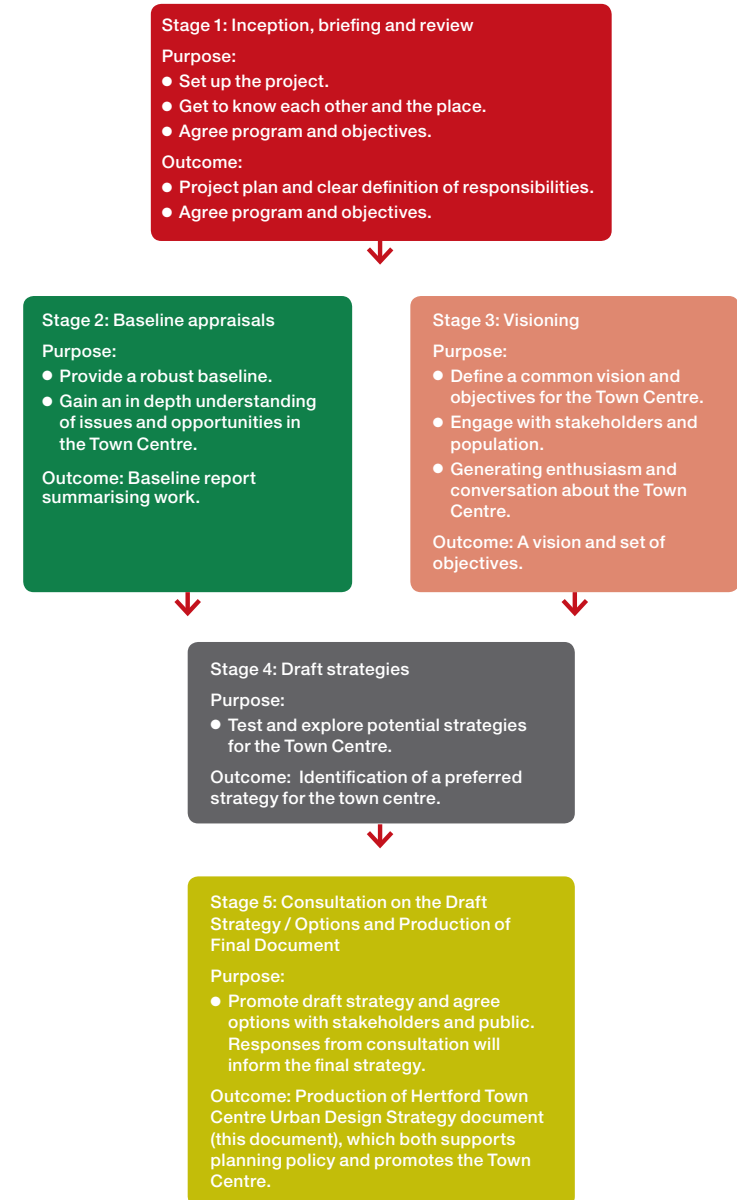


Figure 1.2: Flow chart project stages

2

The Vision

The Vision

2.1 What Hertford wants

2.1.1 The work presented in this Strategy has been informed by two stages of public engagement carried out in March and September 2015. These are summarised below.

March 2015 Engagement

2.1.2 This initial period of engagement was aimed to scope out the issues that the strategy should address. It consisted of the following:

- A stakeholder workshop.
- Elected member workshop.
- A drop in public engagement event/exhibition - which was staffed for 2 days at The Mill Bridge Rooms then left as a stand-alone exhibition at Hertford Theatre for another week.

2.1.3 At each session people were asked to identify issues and ideas for the following topics:

- Economy.
- Access and Movement.
- Environment.
- History and Character.
- Key sites.

2.1.4 An additional questionnaire asked people how they used the town centre. This was available at the consultation events, at Hertford Theatre, and online.

2.1.5 At least 166 people came to the drop in event and 476 copies of the feedback questionnaire were returned. The messages coming from both public and stakeholder engagement activity were very consistent in terms of the

ambitions local people have for the town centre. We have summarised the central issues on a topic-by-topic basis below.

History and Character

- All of the feedback received clearly saw the heritage and historical character as a positive asset for the town. The areas identified as most distinctive included:
 - The River Lea.
 - Hertford Castle and Grounds.
 - Parliament Square.
 - Maidenhead Street.
 - Bircherley Green/Bus Station.
 - Salisbury Square - especially the trees.
 - St Andrew Street.
- There was a general consensus that not enough was being made of the historic assets of the town. Unlike other towns, most of Hertford's historic buildings are usually closed to the public. The Castle, arguably its most important historical asset, is physically separated from the town centre. It is hidden behind the buildings of St Andrew Street/The Wash and behind the remaining castle walls.
- There was a consensus that more needed to be done to exploit these assets such as creating plaques and information points to tell the public about the town.
- There was also a consensus that Hertford had lost its identity as the 'County Town' of Hertfordshire. This status referred to Hertford as the civic and administrative heart of the county and focal point for retail and social activity. The town's declining retail offer with the loss of



Figure 2.1: Images from public drop in March event at the Mill Bridge Rooms



Figure 2.2: Images from September consultation event at the Mill Bridge Rooms

high street multiples and increasing numbers of empty units was seen as a particular threat to the town's identity. This was particularly evident when comparing Hertford to neighbouring settlements, such as Welwyn Garden City, which have maintained a very vibrant retail economy.

- There was a clear interest in improving as well as extending the offer of arts/cultural attractions and forming an overall tourism strategy (events, workshops etc.).
- A desire was expressed to expand the Farmers Market, change the frequency to weekly and offer higher diversity.

Environment

- The River Lea was identified as being one of the biggest priority areas for improvement in the town. Walking routes along the river were frequently identified as a priority.
- Maidenhead Street was also a priority for improvement. The quality of public realm, vacant buildings and the choice and variety of shops were seen as concerns. There is a perception that Evron Place is a focal point for anti-social behaviour.
- Bircherley Green consistently came up as a priority area for improvement. This is one of the key sites included in this study.
- Generally, people wanted to see the public realm tidied up and de-cluttered. It should reflect the status of Hertford as a 'County Town'. 'A' boards cluttering the Street were consistently seen as a problem. The quality of signage around the town was also poor and often inaccurate.

Movement

- There was a clear desire to retain a dedicated bus station in a central location in the town centre.
- Car parking was identified as hard to locate and use. There was strong desire to implement for 'pay on exit' car parks to enable visitors and citizens to spend more time in the town centre.
- There was a general consensus to make Hertford more pedestrian friendly. Narrow footways and poor public realm were a particular barrier throughout the town centre.
- Reducing traffic in the town centre would encourage people to walk and open up the road for buses and alternative modes. Specific barriers for pedestrians were identified at the junctions at Old Cross/St. Andrew Street, Fore Street/Railway Street and at Parliament Square and Fore Street. Gascoyne Way was also seen as a huge barrier to pedestrian movement and the subways that go under it as unpleasant places to use.
- The majority of people visiting the exhibition came on foot.
- The Castle Grounds were seen as an enjoyable place to walk around, however, wayfinding to and from the Grounds was seen as poor.
- Hertford was not viewed as a cycle friendly town. Even though the wider cycle network to the surrounding area is well established, it was seen as poor. Traffic congestion and narrow routes were a barrier to cycling in the town centre. There was a perception that cycle routes needed to be better joined up and facilities along them such as racks and maps better provided.
- The poor maintenance of surfaces was an issue identified as needing to be addressed.

Economy

This topic was included at the drop in events only.

- There was a strong desire to widen the range of shops available in Hertford with a mixture of both national chains and independent shops.
- The number of empty shops in the town centre was consistently identified as an area of concern. Many people suggested that rents were too expensive.
- The discussion also produced the idea of offering in-between uses like Galleries, Pop-up shops or Farm shops to fill in until a permanent shop could be established.
- There was very strong support for enhancing the experience of the farmers market, including a higher frequency and a higher diversity of the stalls.
- Many people stated that they wished Waitrose to remain in the town centre. It was seen as an important anchor for Bircherley Green.
- Tourism was identified as something that could be improved upon. The town's history clearly lends itself to visitors and opportunities to expand visitor numbers should be investigated.

2.1.6 While there are issues to be addressed and opportunities to improve the town centre environment it was also clear that there was no appetite for radical re-planning of the town centre.

2.1.7 The consultation comments have been used to generate the following set of Vision and Objectives.

Our Vision

- Hertford's town centre will have a strong identity and a central focus. High quality public realm, a vibrant market and a mix of national and independent retailers will provide services to the local and wider population. A range of cafés and restaurants will continue to attract local people and visitors to spend their leisure time.
- Hertford will celebrate its historic Market Town character while embracing its status as the County Town.
- The River Lea will become an integral part of the town centre and residents and visitors will be able to enjoy this high quality environment.
- Hertford town centre will make the most of its historic and natural environment (River Lea) to promote itself to visitors. High quality developments and architecture will complement the existing environment.
- Hertford's town centre will continue to embrace a variety of uses including retail, residential, employment, culture and leisure uses and balance the needs of each to create an attractive and vibrant environment.

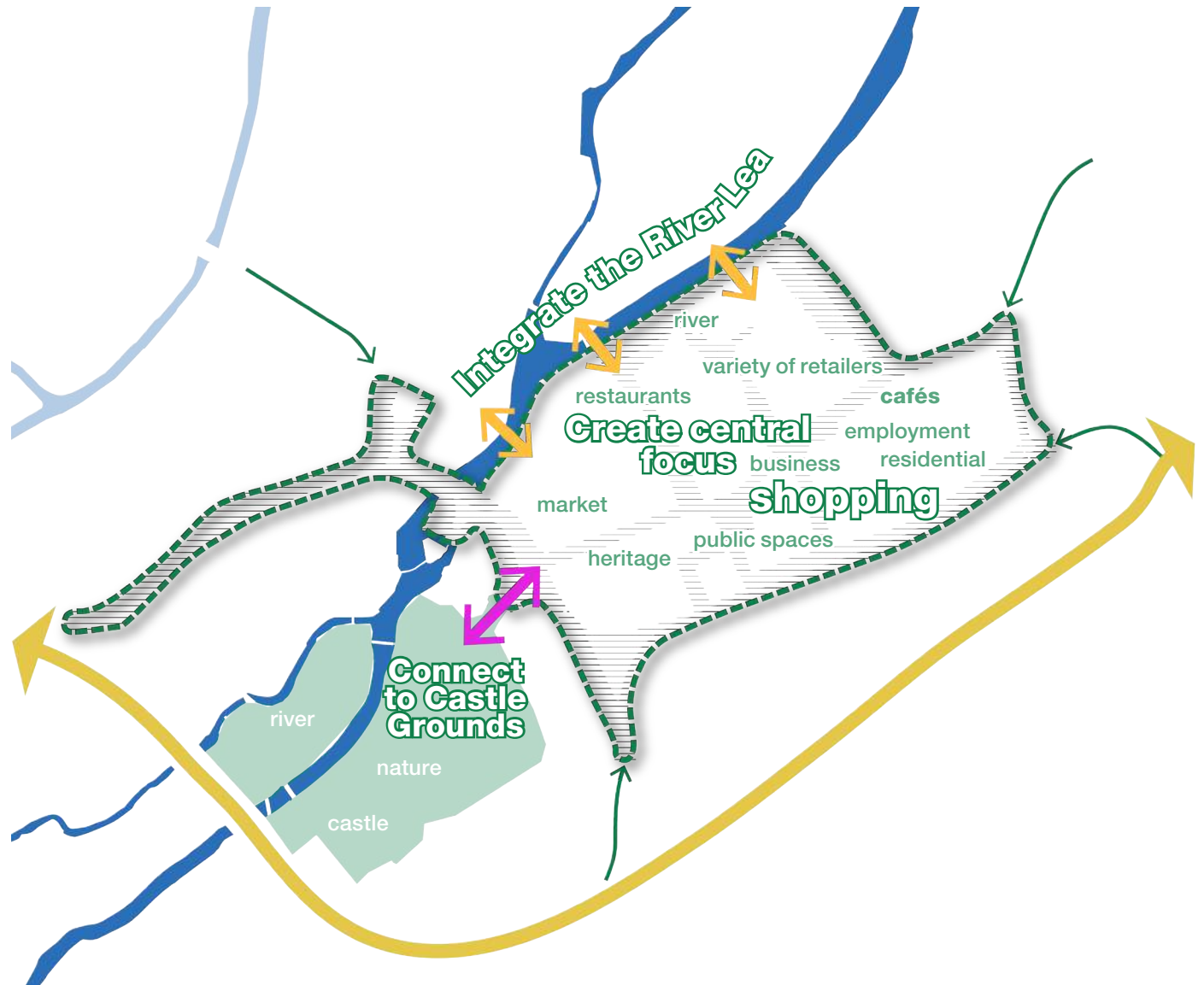


Figure 2.3: Vision of diversity in central areas

Core objectives

Character and history

- Promote the identity of Hertford town centre by making the most of its historic assets and street pattern.
- Promote Hertford town centre as a tourist destination by improving, publicising and extending the offer of cultural attractions.
- Ensure that new development is sensitive to the existing historic environment and new buildings of high quality architecture - while encouraging a range of architectural approaches.

Movement and transport

- Prioritise the needs of pedestrians, cyclists and public transport and reduce the conflicts with vehicles.
- Improve the pedestrian and cycle routes into the town centre, by investigating additional surface level connections across Gascoyne Way and improving the existing underpasses.
- Retain a bus station in the town centre to provide easy and convenient access whilst meeting the needs of local service operators.
- Ensure adequate car parking is provided and well advertised to support the viability of the town centre.
- Create a high quality accessible network of routes and spaces that encourage people to move around the town centre and invite people to stay.

Environment

- Transform the riverbank into an attractive destination and create and improve links to connect it into the wider town centre.
- Improve the quality of pedestrian and cycle routes into and within the town centre, including high quality paving, planting and street furniture, where appropriate.
- Make it easier for people to find their way around town and make full use of all facilities.



Figure 2.4: Historic buildings in Hertford as a central feature

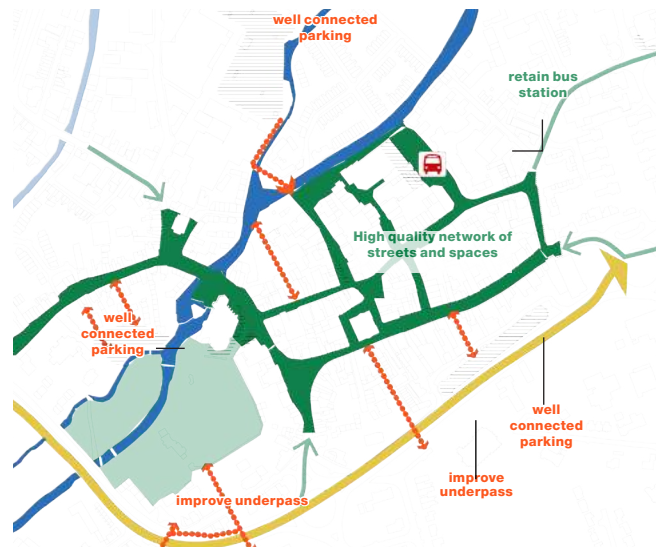


Figure 2.5: Movement and transport in Hertford

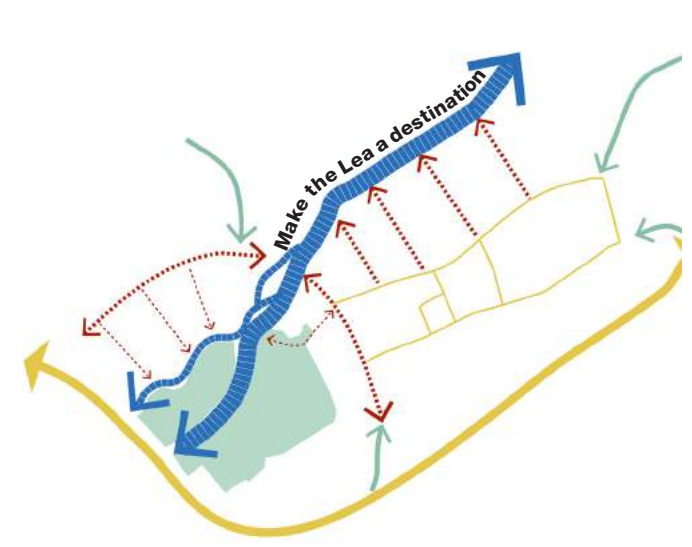


Figure 2.6: River Lea is an important feature

2.1 WHAT HERTFORD WANTS

Economy

- Encourage a greater variety of shops, including national and independent retailers.
- Improve the market, so that it becomes a central attraction for Hertford.
- Avoid empty shop units by actively promoting temporary uses and a flexible approach to use classes.
- Introduce more residential into the town centre.
- Retain and promote Hertford town centre as the administrative centre for Hertfordshire and encourage the large number of employees to use the town centre.
- Promote Hertford as a destination for small and medium sized businesses.

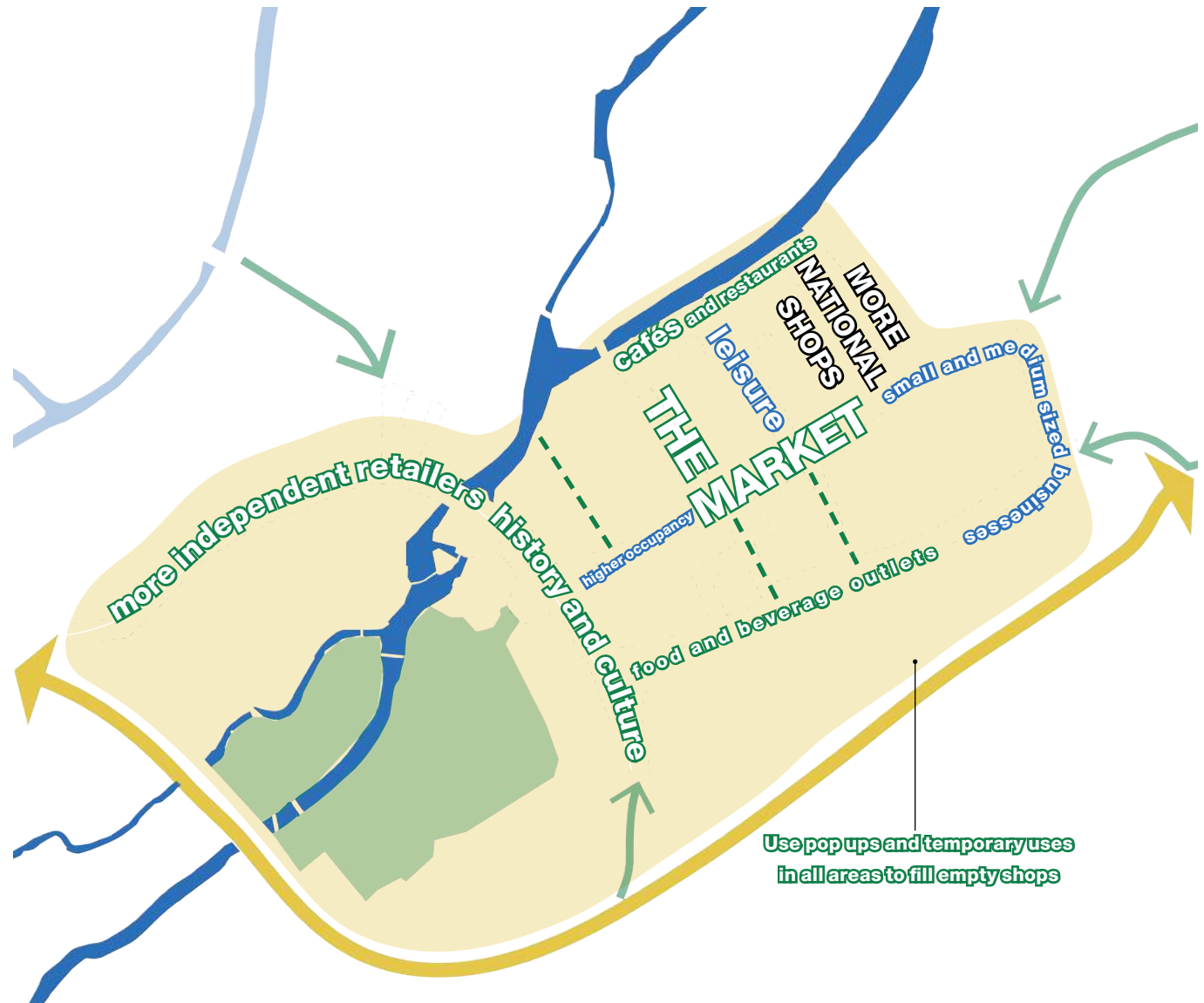


Figure 2.7: Shopping landscape in Hertford as set out in objective

September 2015 Engagement

2.1.8 Following the initial round of public engagement the team developed a draft Urban Design Strategy that was based on the Vision and Objectives above. A further round of public consultation followed. This aimed to:

- Share the draft strategy with elected members.
- Exhibit the draft strategy to the public.
- Ask local people to prioritise various options for the town.
- Achieve buy-in to the principles set out in the draft strategy.

2.1.9 A workshop with elected members from the County, District and Town Councils was held on the 18th of August at East Herts Council's offices.

2.1.10 This was followed by a public exhibition held on Friday the 4th and Saturday the 5th of September 2015 at the Mill Bridge Rooms, Hertford.

2.1.11 The exhibition consisted of a series of boards designed to summarise the chapters of the draft strategy. These were:

- A summary of previous engagement and how it has influenced the strategy.
- The vision and objectives.
- The place-making strategy (Section 2.3 of this document).
- Movement and transport. (Section 3 of this document).
- Key sites Design (Section 4 of this document).
- Public realm strategy. (Section 5 of this document).

2.1.12 Opportunities for the public to state their opinion on various issues were presented via a questionnaire integrated

with the board content. The public were invited to state whether they agreed, disagreed or were neutral with our proposals by sticking dots next to their preferred answer. They were also asked to prioritise various options. Paper copies and a link to an online questionnaire were made available for those who wished to provide more detailed feedback or have more time to consider their response.

2.1.13 Representatives from the County and District Councils and Tibbalds were available to answer any questions.

2.1.14 The exhibition was moved to Hertford Theatre for a further week. This was not staffed but offered members of the public a further opportunity to see the proposals and feedback.

2.1.15 All of the materials presented at the exhibition were uploaded to the East Herts website for the duration of the consultation. People were able to comment on the draft Strategy either by downloading a PDF copy of the questionnaire (with various drop-off locations provided) or by following a link to an online questionnaire. Responses were also collected by email.

Response

- Approximately 200 people attended the events on the 4th and 5th of September. We received up to 150 responses per question on the exhibition boards.
- 61 people completed the online version of the questionnaire in addition to 11 hard copies and 2 sets of written comments.
- We received 5 emails with comments via the Hertford TCUDS web address.
- The Town Council and Civic Society provided individual responses.

2.1 WHAT HERTFORD WANTS

Placemaking Strategy results

2.1.16 The response was generally very supportive of the Placemaking strategy (set out in Section 2.3 of this document) with 75% of people stating that they thought that the strategy would create a successful focus for the town centre.

Movement and Transport - Results

2.1.17 Opinions were a little more divided when considering the movement and transport options for the town. More controversial interventions, such as limiting vehicular access to Folly Island at certain times, received a little less support. However, most of the options put forward were supported by over 60% of the people responding to the survey. The only topic that people strongly disagreed with was the idea of moving bus services from the bus station at Bircherley Green.

Key sites design

2.1.18 The majority of those participating in the survey were supportive of the place-making principles for each of the key sites. Whilst a preferred option emerged for each of the sites, the numerical results were quite close in respect of some of the proposals. Where this was the case, the examination of written comments revealed more information on what the public liked and did not like in each option. This evidence has been used to refine the final options presented in this document.

Public Realm Strategy

2.1.19 There was a high level of support for the public realm strategy for each the quarters.

2.1.20 A full copy of the Consultation Reports are included as Appendix 2 and 3 of this document. The results of the survey have been carefully analysed and used to inform the final strategy.

2.2 Future role - A successful Market Town

2.2.1 In order to achieve the core objectives it is necessary to establish the sorts of activities and uses that the town can realistically support. In the emerging District Plan Hertford is classed as a Secondary Town centre. Hertford has struggled to attract the level of retail and leisure uses that comparative nearby market towns, such as Hitchin and St Albans, contain. Hertford town centre must create its own distinct identity and role. Market and Retail studies have been carried out to help identify this role and steps towards its delivery.

2.2.2 The market study carried out by AspinallVerdi stated that there is significant opportunity to revitalise the town to complement planned growth and development and the retail study carried out by the Retail Group identified several opportunities to enhance the retail experience.

2.2.3 It was clear from public engagement that there is little desire to radically change the town. Therefore, the strategy for change needs to be focused around making the most of what is there already and solidifying Hertford's role as a successful market town.

The main objective is to create a retail focus in Hertford town centre

2.2.4 The retail study identified that the town lacks a memorable and strong 'heart' in trading terms. Shopping is dispersed across the town centre in retail sub zones. These areas are not well connected and people are not encouraged to dwell in the town centre for extended periods of time. The strategy to improve retail in the town must look at consolidating the retail offer and creating a memorable attractive area with a larger range of shops - as identified as a core objective. To achieve this the following elements should be considered:

Re-emphasise the town centre environment

2.2.5 The east-west connection between The Wash and the bus station should function as a central retail spine. This spine is made up of Maidenhead Street, Salisbury Square and Railway Street; each of these has its particular challenges and together they don't read like a continuous route. The public realm proposals seek to address this and much of this urban design strategy is about strengthening this east-west link to create the missing town centre focal point. Improving pedestrian routes and creating a network of high quality spaces are key objectives of this study. Improving the function and appearance of the public realm will create a more attractive environment for retailers and shoppers alike.

Creating a modern retail environment

Bircherley Green Shopping Centre

2.2.6 The Bircherley Green Shopping Centre occupies a key central position within the town; it includes the bus station, the main east-west retail axis and the River Lea. It provides the primary opportunity to create a destination for modern retail set by an attractive river environment. A comprehensive redevelopment would provide the opportunity to address town centre wide, as well as site specific, shortcomings. These are:

- **A lack of modern retail units (town centre wide):** Because of the historic environment, average unit sizes are small and below modern retail standards. While these may be suitable for independent shops they are unlikely to attract new national retailers into the town.
- **A poor river environment:** The river is one of Hertford's greatest assets and the current centre does not address it positively as it turns its back and service area to it.
- **Lack of visibility of retail units within Bircherley Green:** The current design of the building leads to many of the retail units, and especially their fascias, being hidden behind the building's many overhangs.

2.2.7 The existing foodstore provision around the town centre is excellent with Waitrose in the Bircherley Green Centre and both Sainsbury's and Tesco trading from large modern stores adjoining the town centre boundary. M&S have a successfully trading store on the town centre boundary at the end of Fore Street. This would suggest limited demand for a large supermarket in the core of the town centre. This does of course not preclude demand on top up basket grocery requirements. The market analysis

suggests that a convenience retailer would be viable within Hertford town centre; however, we note that at the consultation event there was a clear preference for a higher value foodstore.

2.2.8 Improving Bircherley Green picks up on many of the core objectives of this study, especially with the opportunities it presents to attract new retailers and open up the riverfront.

Hertford town centre as a social place

2.2.9 From the baseline studies as well as the consultation event it is very clear that Hertford Town Centre is a social place and that people are attracted to its cafés and restaurants set within a historic environment.

2.2.10 The café and restaurant offer in the town is visibly busy across the trading day. Where external tables and chairs are provided they are often fully used. This includes the units inside Bircherley Green and also Railway Street, Fore Street and especially Parliament Square.

2.2.11 Much of the existing food and beverage offer is basic or cheap fast food, targeting the mass market. In addition, there is a considerable demand for higher quality food and beverage units in the town.

Making the most of the market

2.2.12 Markets can play a great role in attracting footfall to a town centre or indeed a particular part of the town centre. Public engagement clearly supported the market function within the town centre and its improvement is one of the key objectives of the study. The weekday market and street stalls trading provision in the town centre are basic and it is unlikely that the existing markets are satisfying that role in Hertford. Whilst the existing stalls (typically 2-4 stalls) are reasonably well delivered, they are not attractive enough, visible enough, dynamic, memorable or big enough in quantum to be classified as a market.

2.2.13 The chartered Saturday market is stronger, as is the monthly visiting Farmers Market. Furthermore, signage to the market provision is non-existent and the markets are not helping to distribute footfall across the town.

2.2.14 Market towns often have large, open and permeable market squares. Hertford does not. Many strong market towns have clear centres of activity where footfall is often highest. As Hertford, in location terms, lacks a real 'heart' this is difficult to achieve.

2.2.15 Public realm works and the redevelopment of Bircherley Green could provide high quality public space that offers additional capacity for specialist and seasonal markets that would support a strong market culture.

Independent retailers

2.2.16 As well as a large number of independent traders operating in the central retail core, Hertford has a strong independent retail offer focused in and around St. Andrew Street and Old Cross. It is focused strongly around homes/interiors and fashion. Many of the shops are upscale and well presented. This contributes greatly to the variety of the retail offer in the town. However, this cluster is physically disconnected from the core town centre offer. Connecting this area with the primary retail centre would create a consolidated shopping experience and support Hertford as a location for both chain and independent retailers – as set out in the core objectives.

The river

2.2.17 The river frontage is a significantly underutilised asset. Hertford is very unusual in that it has a very attractive and well-maintained river running through the middle of it. Despite this, there is little retail or food and beverage activity that takes advantage of it (with the exception of Starbucks and The Woolpack and Barge pubs).

2.2.18 One of the key objectives of this study is to transform the riverside into an attractive destination and create and improve links to connect it into the wider town centre. The retail appeal and experience across many towns in the UK is that Hertford's offer would benefit from such an asset and opportunity. The environment surrounding the River Lea to the rear of the Bircherley Green Shopping Centre could be brought forward for tourism and leisure uses, including punting along the river and farmers markets.

Widening the offer

2.2.19 We have already mentioned the opportunity surrounding the markets and there are other opportunities that could support Hertford Town Centre as a place to shop, socialise and spend leisure time. The following opportunities have been identified in the Market Review undertaken in support of this strategy.

2.2.20 **Hotels:** Requirements registered by hotel operators and collated by AspinallVerdi show that there is known demand for a hotel in the area. Given the limited supply of hotels within Hertford there is likely to be potential demand for a new hotel in the town centre. Provision of a hotel will further support tourism within the town and help to establish the evening economy. Businesses are also likely to benefit from such a facility.

2.2.21 **Residential:** Given Hertford's proximity to London and good transport links, there is likely to be demand for apartments and town houses in central Hertford. The ageing population also suggests there would be demand for a retirement/care home. This has been confirmed by requirements registered by a number of operators and collated by AspinallVerdi. These operators often favour town centre locations as it enables residents to access local facilities easily.

2.2.22 **Workspace:** Due to the limited provision of smaller offices and managed workspace facilities in the town centre, the market review suggests there is likely to be demand for a business centre in the town centre to support start-ups and SME's. In the event that the current permission for conversion to a gym is not implemented, The Marquee is likely to be a good location for this; however, a local or independent operator is likely to run such a facility.

2.2.23 **Leisure:** Although there is provision of cinema facilities at Hertford Theatre, there is only one screen and it does not show films every day. The cinema often shows blockbusters, usually at a later date to general release, and screens specialist arts-films. Therefore, the current cinema offer in the town targets a fairly niche audience. Market analysis and feedback from the public engagement demonstrated a demand for another cinema in Hertford which would provide a different offer to the existing facility. A cinema was consistently identified by our engagement exercises as a desirable feature for the town centre and would be the most popular of the uses listed above.

2.2.24 To emphasise the cultural and social importance of the town, opportunities should be explored to work with the University of Hertfordshire and Courtyard Arts to bring art events into the town centre. Hertford Theatre has, in recent years, been refurbished and restructured to include an art gallery run by Courtyard Arts. This has been successful in boosting the cultural life of the town and should be further enhanced. While the main location of Courtyard Arts lies outside the study area (in Port Vale), its benefits are well recognised locally. It is noted that there are aspirations to build on the existing cultural heritage in Contemporary Arts and work with the University of Hertfordshire towards creating an Arts Hub, with a gallery capable of becoming nationally recognised as a PLUS TATE location – the UK National Network of Art Galleries. This initiative would help attract national and international tourists to Hertford and bring wider benefits to the town.

3 Place-Making Strategy

2.3.1 To achieve the core ambitions of the town centre strategy identified by public engagement and base line studies, it is necessary to synthesise the retail, market and movement analysis as well as urban design/character appraisals into a coherent set of place making principles. The Place-making strategy for Hertford Town Centre builds on:

- Making the most of the town's heritage and character.
- Creating a central focus for Hertford.
- Making the River Lea a focal point for the town.
- Strengthening the identity of the town by creating distinct quarters.
- Improving public realm and connections.



Figure 2.8: Historic building on St Andrew Street

Making the most of the existing heritage and character

2.3.2 Public engagement clearly identified the town's heritage as its strongest characteristic and as one of its biggest assets. Hertford is in the fortunate position of having the majority of its historical character intact. It is largely built on its historic street network, with the exception of Gascoyne Way. The latter has substantially damaged the existing route network and cut off important landmarks, such as All Saints Church and the residential areas to the south. However, north of Gascoyne Way the original street network remains largely unchanged. This pattern dates back as far as 1610 as illustrated on Speed's Map (Figure 2.9) which clearly shows the loop of the Wash, Mill Bridge, the Castle, Old Cross, Fore Street and Maidenhead Street. All of these are clearly recognisable in the Hertford of today. This creates a rich and varied townscape, reflecting the historic development and changes.

2.3.3 With the exception of Bircherley Green, the historic plot pattern is largely undisturbed. Plots are generally long and narrow, with the exception of many buildings on Fore Street that are generally wide fronted. This historic grain leads to a varied and vertical rhythm of frontages.

2.3.4 The fine urban grain is also reflected in the narrow alleyways. A few of these are successfully used, such as the ones leading to the multi-storey car park and Honey Lane. However, these lanes have their issues and are not a pleasant environment. Evron Place, a more recent lane is particularly poor, as it does not attract footfall or have any active uses within it. Antisocial behaviour is focused in this area, according to consultation comments.

2.3.5 In order to meet the core objective of ensuring new development is sensitive to the historic environment, new development should:

- Reflect the existing plot pattern; where wider retail units are required, the façade on the upper and ground floors should reflect the existing historic grain and narrow plot width.
- Respect established building lines.
- Reflect the historic scale in terms of building heights and create a varied eaves line, with the exception of Bull Plain and Fore Street where eaves lines are generally more consistent.
- Use materials that are of high quality and appropriate in colour, e.g. white and cream coloured render and yellow / brownish bricks.
- Shopfronts should be designed in a sensitive manner and of high quality signage, either painted or individual letters.



Figure 2.9: Speed's Map of 1610

Creating a focus for Hertford town centre

2.3.6 Hertford needs a memorable, well-connected focal point for retail, leisure and tourism. This central spine should run from the Castle Grounds, through Maidenhead Street, Salisbury Square and Railway Street. This spine connects all of the key sites (Bircherley Green, Maidenhead Street and The Marquee) and provides a main orientating route for the town centre.

2.3.7 The focus for this area must be:

- Creating a distinctive, well connected spine for the town that links to its gateways, key streets/spaces, key sites and the River Lea- as identified under the environmental core objectives.
- Creating opportunities for larger modern retail units and additional leisure uses on key sites, Bircherley Green and Maidenhead Street to help meet the economic core objectives as identified by public engagement.
- Create a coherent public realm and opportunities for outdoor seating, town centre events and an improved market environment. This will help meet the movement, transport and environment core objectives as identified by public engagement.
- Set out clear signage identifying routes to destinations, open spaces, stations and buildings of historic importance. This will capitalise on the existing town and it will also make it easier for people to find their way around, as set out under the environment core objectives.

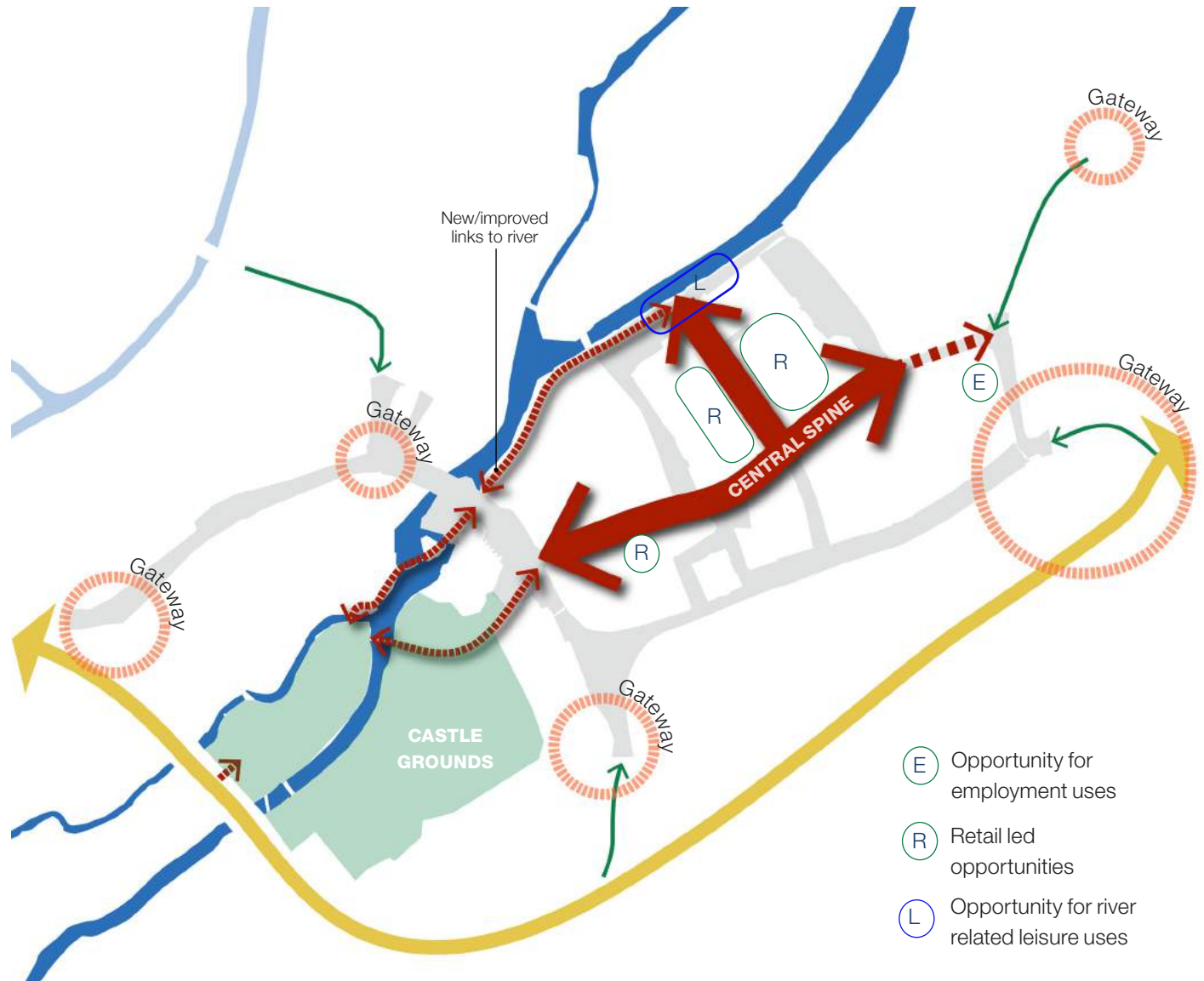


Figure 2.10: Main routes and gateways












- ⓔ Opportunity for employment uses
- Ⓡ Retail led opportunities
- Ⓛ Opportunity for river related leisure uses

Make the River Lea a focal point for the town

2.3.8 Public engagement identified the River Lea as perhaps the most underused and one of the most picturesque assets in Hertford. The following opportunities have been identified to tie the river back into the town by:

- Opening up the 'island' area of the Castle Grounds between the two branches of the River by adding new pathways.
- Improved links alongside the River Lea through better connections, potential new bridges and public realm improvements.
- Re-focus development at Bircherley Green towards the river and provide usable public open space.
- Investigate a new crossing between Dolphin Yard and Old Library Lane and/ or The Wash.
- Promote mooring and facilities for narrow boats to bring visitors to the town and create an active and pleasant river environment.
- Encourage cafés / restaurants to use the river environment.

Key

	Hertford road network		Connections into the town centre
	Castle Grounds		New River Walk
	Extension of central spine		Improved pedestrian links
	A 414		Town Loop Walk
	Pedestrian central spine		New seasonal refreshment facility
			Potentially relocate playground

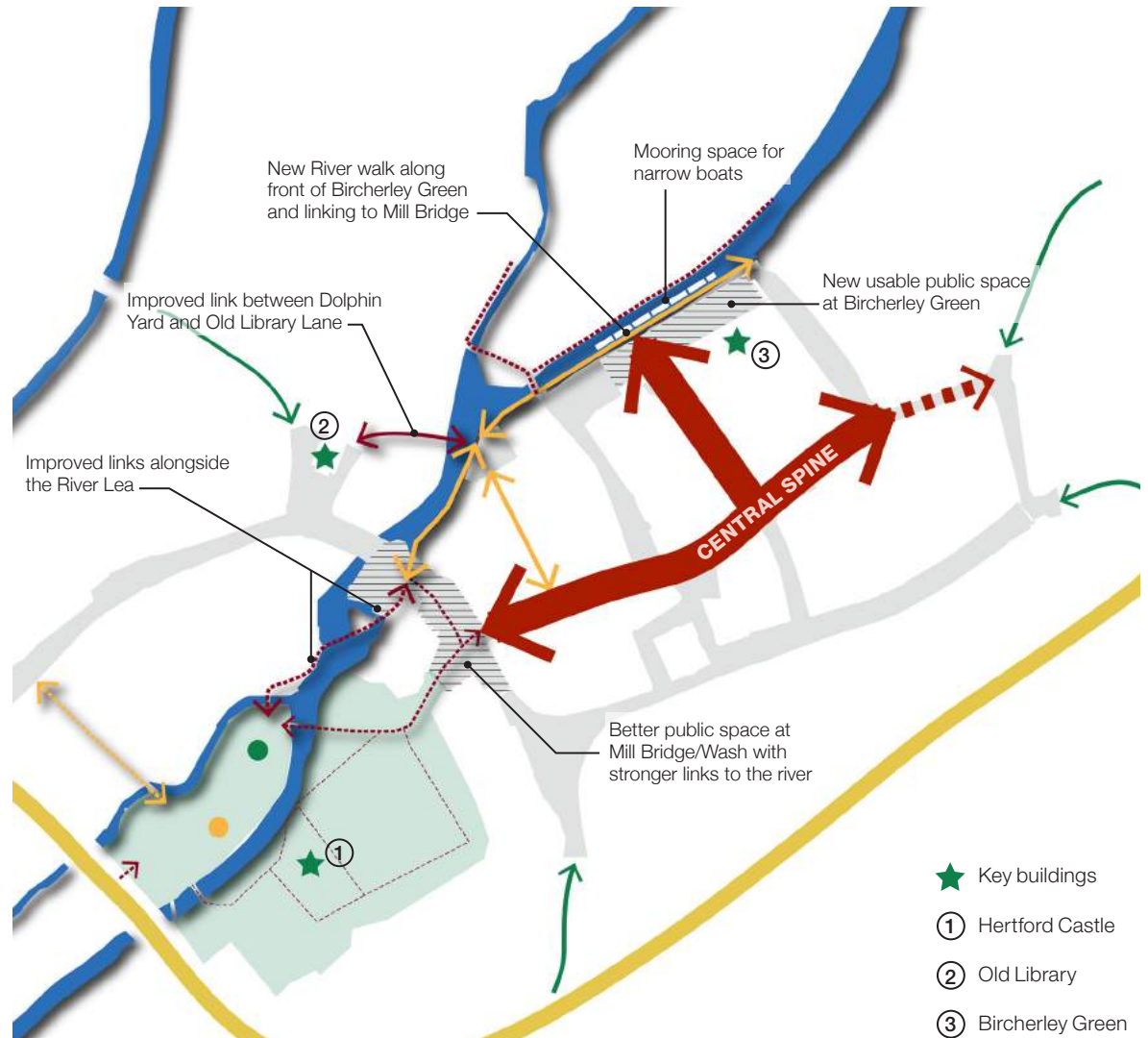


Figure 2.11: Improving and creating new pedestrian links in Castle Grounds and along the river

Strengthening the identity of the town by creating distinctive quarters

2.3.9 From a retail and wayfinding perspective it is important to identify distinct quarters within the town. This will not only help people to find their way around the town but create marketing opportunities for the town and local businesses promoting the town's heritage and shops. This will help realise objectives set out under character and history, environment and economy. This strategy identifies six distinctive quarters.

- **St Andrew Quarter:** The area of Old Cross and St Andrew Street is distinct through its cluster of independent retail, high end shops that are set within a high quality historic environment. The branding of this area as 'St Andrew Quarter' would put this area onto the map and ensure that it is linked with the town centre, therefore attracting visitors.
- **Salisbury Quarter:** This is formed around the traditional retail core of the town and the central spine, including Maidenhead Street and Railway Street.
- **Castle Quarter:** An area defined by the castle building and grounds, including The Wash and Theatre.
- **The Shire Quarter (Fore Street):** This area is formed around the grandest street in Hertford and the former civic heart. It is characterised by a dominance of food and beverage outlets and the night-time economy.
- **New Riverside Quarter:** The redeveloped Bircherley Green shopping centre, with a modern retail environment, cafés and restaurants set alongside a reanimated river frontage.
- **Bluecoats Quarter:** Eastern periphery of the town centre and former industrial area, contains Hertford East station and historic Former Christ's Hospital School.

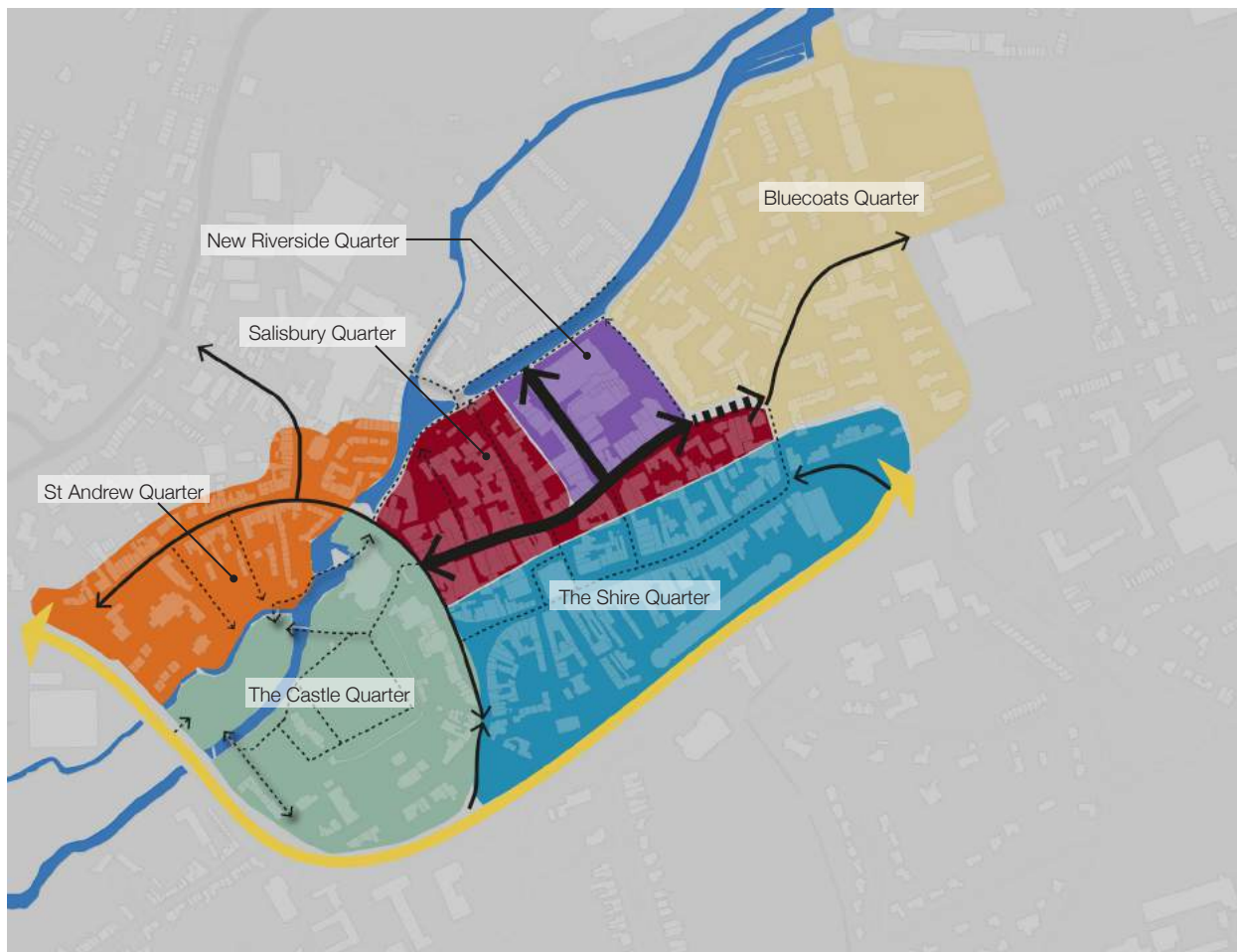


Figure 2.12: Quarters in Hertford

Improving public realm and spaces

2.3.10 Public realm improvements in each quarter will enhance the character of each quarter. Each quarter is supported by the public realm strategy that enhances the focal points identified to guide people around the town. Each of the identified spaces has been selected from feedback of the public engagement exercises and our landscape and townscape analysis. Improvements should enhance the setting of following key spaces:

- St Andrew Quarter: Old Cross.
- The Salisbury Quarter: Maidenhead Street, Bull Plain and Railway Street.
- The Shire Quarter: Parliament Square, Junction of Fore Street and Former Christ’s Hospital School.
- New Riverside Quarter: The Riverfront and Bircherley Green.
- Bluecoats Quarter: The entrance space to Hertford East Station.
- The Castle Grounds: The environment of The Wash, entrance to the grounds and links to the River Lea.

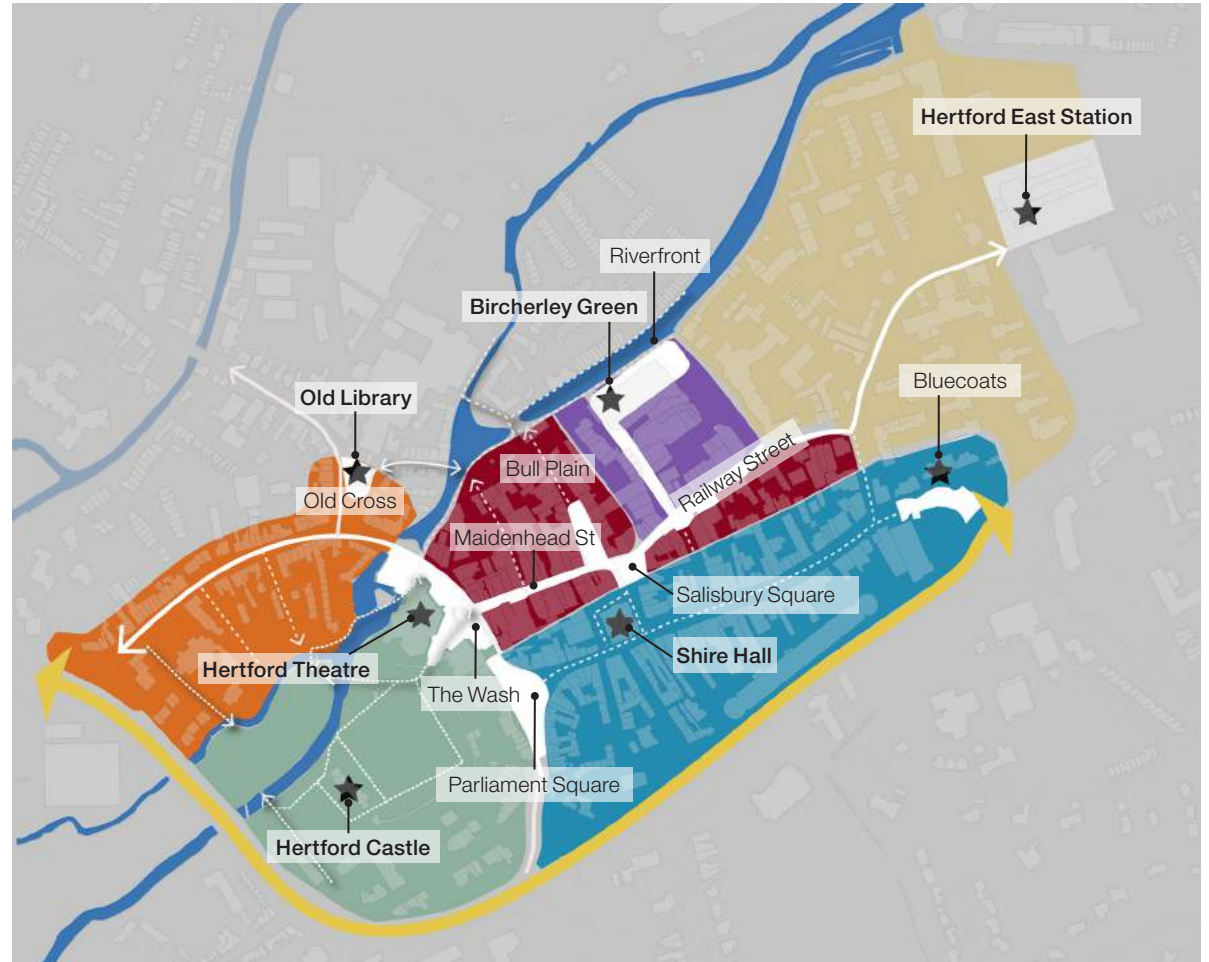


Figure 2.13: Important public realm in Hertford

Key

★ Key buildings

Creating a pedestrian friendly environment

Improving pedestrian and cycle connections

2.3.11 Good connections between areas within the town centre and the wider town are important to encourage people to use the town centre as well as reduce the amount of vehicular traffic. Improved connections between the quarters encourage visitors to explore the full town centre offers and extend their stay in the town. Better connectivity will largely be achieved by public realm projects, improvements to existing pedestrian crossing points, localised redistribution of road space for pedestrian or cycle users and a potential new pedestrian link from Dolphin Yard to St Andrew Street that would connect the central retail areas and the St Andrew Quarter.

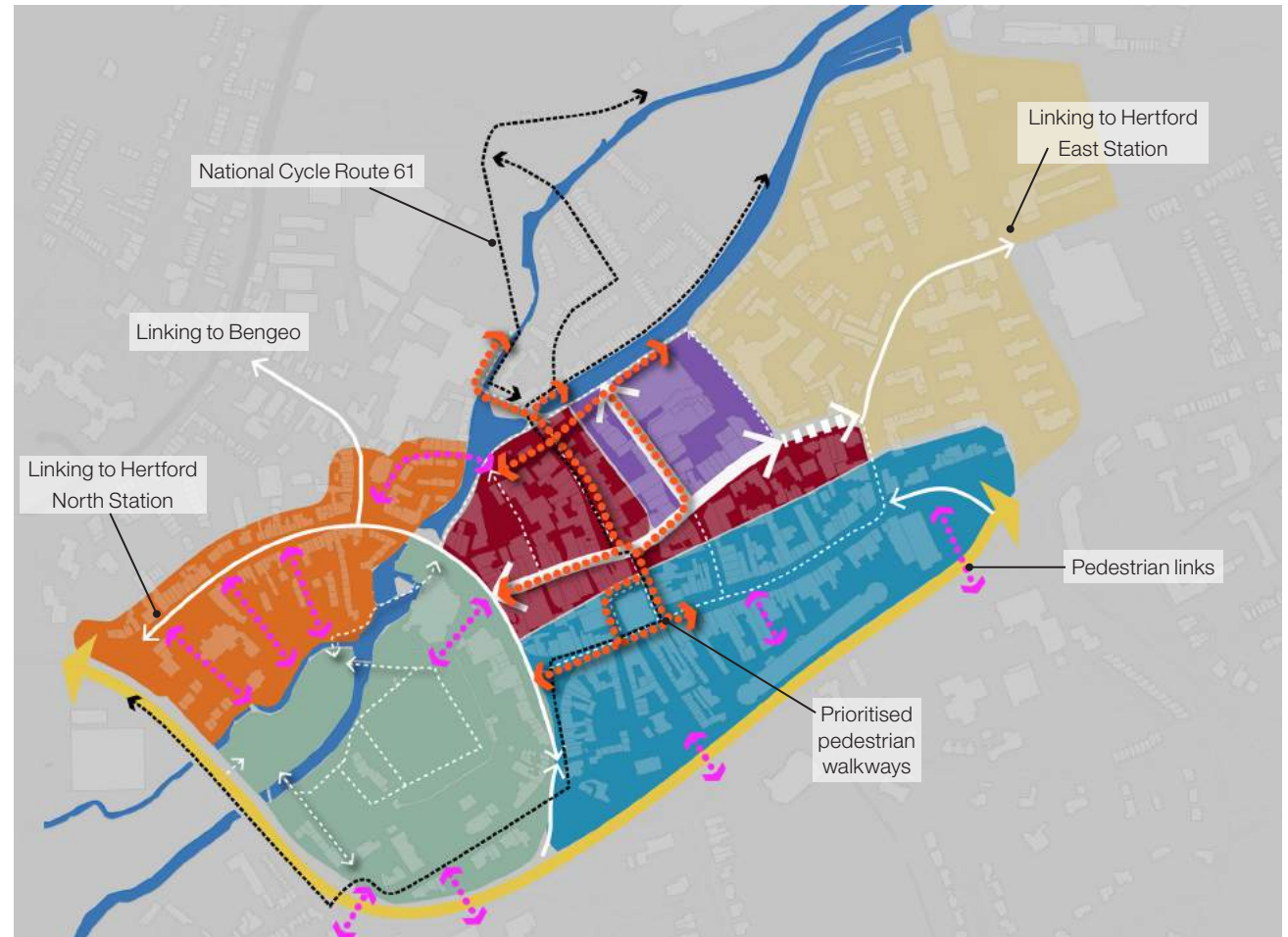


Figure 2.14: Important connections

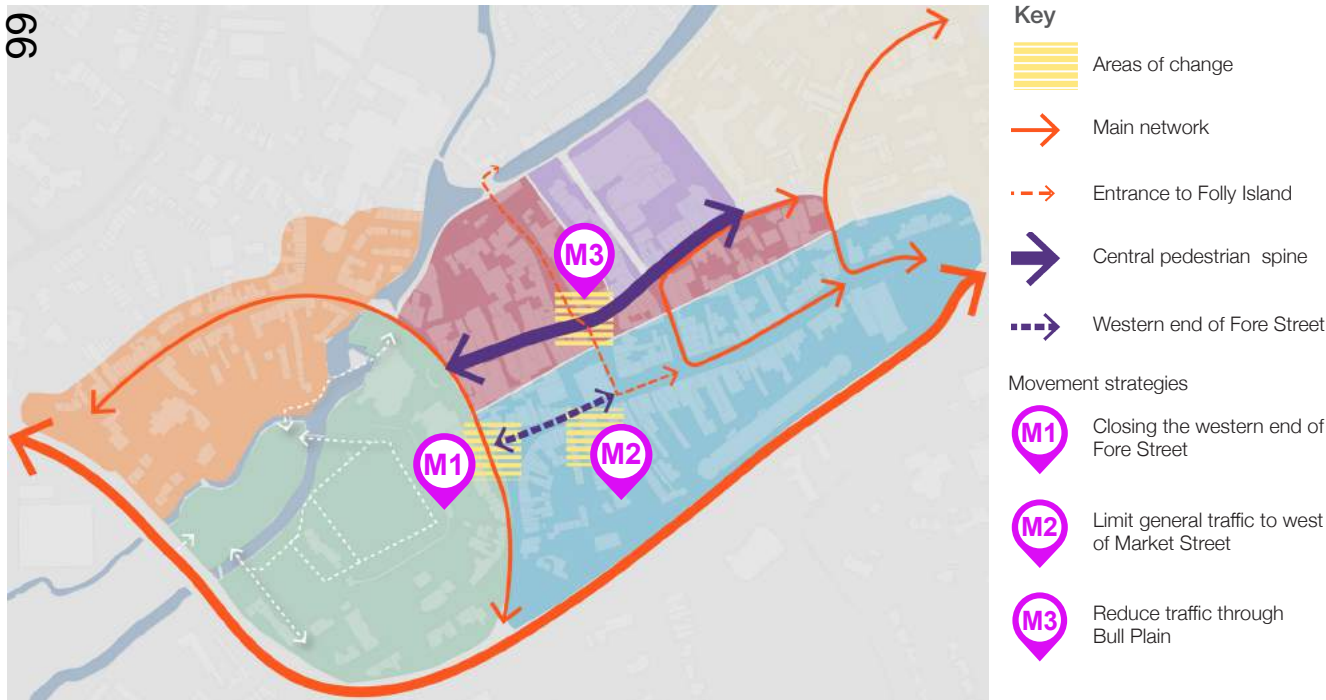


Figure 2.15: Location of movement strategies

Reducing traffic within the town centre

2.3.12 To meet the key objective of creating a more pedestrian friendly town centre environment the volume of vehicles entering the town centre needs to be reduced and loading and servicing better managed. This reduction in traffic would help to meet the objective of prioritising cyclists and pedestrians in the town centre area and enable public realm improvements and town centre events to take place. Hertford is a historic environment and therefore the options for traffic management are restricted.

2.3.13 The Hertford and Ware Urban Transport Plan includes a long-term aspiration to close Hertford town centre

streets to motorised traffic except buses, cycles, taxis and loading. However, the balance between vehicular traffic and a pedestrian focused town centre environment must allow for the needs of retailers and wider accessibility.

2.3.14 The retail study supporting this strategy has found that Hertford’s retail offer has to achieve the balance between ease of access, shopper convenience, and quality of retail environment. At the moment the number of visitors to the town centre either looking to park as close to the core town centre as possible, and indeed access Folly Island, is negatively affecting the shopper experience in the core of the town centre offer around Market Place / Railway Street and Bull Plain. It would be preferable for shoppers in these

areas if they were designated pedestrian and cycling priority zones, at least during core shopping times.

2.3.15 It is however important that short term parking is retained in the town centre, but this should be on the edge of centre, not necessarily in the core of the retail offer. Below are a number of interventions that could contribute towards a more pedestrian friendly environment. Further technical detail is provided in the Movement Strategy.

Closing the Western End of Fore Street

2.3.16 Public consultation and our transport analysis identified a particular conflict at the western end of Fore Street (between the war memorial and the Shire Hall) Fore Street acts as an ‘eastbound relief road’ for the A414 (Gascoyne Way). Traffic entering from the west creates a conflict between pedestrians, cars, buses and cyclists. Furthermore, the western end of Fore Street is two-way for buses but not wide enough to allow two vehicles to pass without either mounting the kerb or using the designated give way area, which is often ignored by motorists. This in turn creates damage to the footway which is costly to maintain and repair.

2.3.17 The Hertford and Ware Urban Transport Plan (UTP) identifies the closure of the western end of Fore Street for general traffic as a long-term aspiration (Scheme HWY3). This view was largely supported by the feedback to the public consultation on this document. This Town Centre Strategy aspires to close the western end of Fore Street to general traffic on a permanent and create a bus, cycle and pedestrian priority link. Further detailed information is included in Section 3.

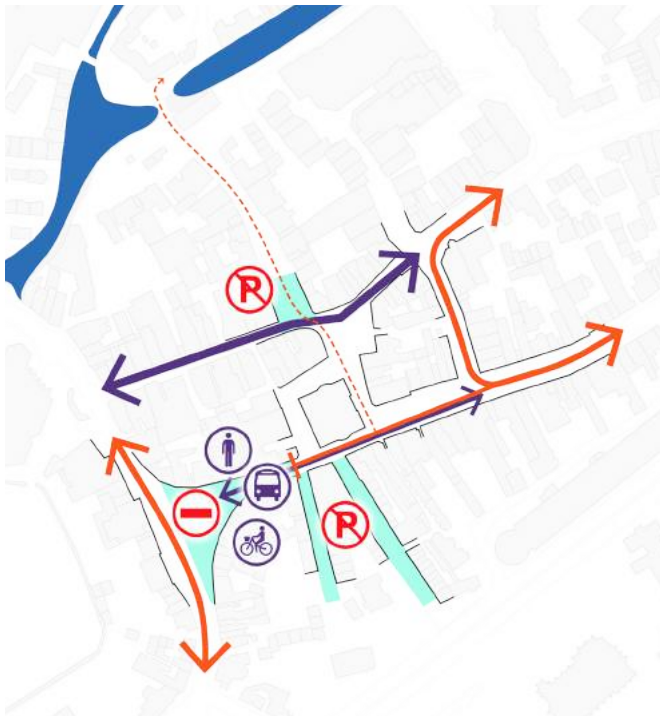


Figure 2.16: Detailed movement strategy

Key

- Areas of change
- Central pedestrian spine
- Pedestrianised link to The Wash, allowing buses and cycles
- End of vehicular network
- Reduced traffic to Folly Island
- P Removal of short stay on street public parking except for disabled parking
- P Closing the western end of Fore Street

2.3.18 What would be the impact of closing the western end of Fore Street to private motorised traffic?

Positives:

- Reduce the number of vehicles (between 230- 320 cars at peak hour) driving through Market Street and Railway Street. This would in turn improve pedestrian amenity within the town centre.
- Reduce car, bus, pedestrian and cyclist conflict.
- Create a safer environment for cyclists as the National Cycle Route 61 runs along this stretch of road.

Negatives:

- Likely to increase traffic delays on the network, particularly in the evening peak. The reason for this is that the model shows over 700 vehicles travelling eastbound on Fore Street in the PM peak hour, with buses only accounting for a small number of these movements. With the closure of Fore Street, these vehicles must find alternative routes to their destinations, with most of the traffic continuing along The Wash to the roundabout with Gascoyne Way. The queue lengths for the roundabout, between Gascoyne Way and the Wash increase significantly due to the additional traffic, causing queues to extend back to the Old Cross traffic signals, as well as causing blocking back along Gascoyne Way.
- Increases the bus journey times for some bus routes (note there are variations in the routes depending on the time of day and week; the number of buses relates to the peak number of routes). Buses turning into / out of Fore Street are getting caught up in the additional queues on the Wash which block back all the way to Old Cross. Whilst closing Fore Street initially reduces journey times for buses due to the reduction of traffic on Fore Street

and the surrounding roads, by the end of the peak hour, the additional queuing on The Wash and Gascoyne Way will negatively impact on bus journeys.

- Restricting the western access to Fore Street would also limit access to the town centre and Folly Island for those travelling from the north-west. This could result in additional vehicle miles and an increase to journey times for residents, visitors and servicing vehicles.

2.3.19 This closure could be put in place on a trial basis initially and consideration could also be given to limiting it to off-peak and/or evenings and weekends only. This measure must be considered alongside the wider traffic impacts of District Plan growth in Hertford, largely beyond the town centre, and its effect on the A414 and the wider road network.

2.3.20 Also, these changes may encourage people to change their travel behaviour. The restricted access of vehicle traffic and the increase in delays could result in a modal shift towards more people walking, cycling or using public transport.

2.3.21 If, following further studies, it were concluded that under current conditions the network could not support the closure of Fore Street at the western end, it may be the case that improvements to the wider strategic transport network could provide further capacity in the longer term. This may provide more resilience in the network, which would enable the closure of Fore Street without causing a significant impact to highway capacity as a long-term Strategy aspiration.

Reduce traffic through Bull Plain

2.3.22 As identified in the strategy the central spine leading from Bircherley Green, via Railway Street to the Castle Grounds is a critical element to improving the vitality and quality of the town centre. Salisbury Square, along with Bull Plain, is the central space in the town and it should play a much more significant role. Reducing traffic in this area will offer the opportunity to create a high quality public space that is designed with pedestrians in mind, a space that can accommodate town events and regular larger markets. The benefits of reducing traffic in this area would make a significant difference to this part of the town, and support the vision and objectives identified through consultation, such as:

- Reduce the pedestrian / vehicle conflict at the junction of Maidenhead Street and Salisbury Square on a temporary basis.
- Emphasise the east-west pedestrian flow through the town centre.
- Create a better and more usable space in the centre of the town for events and larger markets.
- Improve the retail environment around Salisbury Square and links to Maidenhead Street.

2.3.23 Reducing traffic in this area would be achieved in two ways:

Limit access (through the town centre) to Folly Island

2.3.24 One of the main barriers to removing traffic from the central area - Salisbury Square - is the historic route from Fore Street to Folly Island. At present this is the only vehicular access to Folly Island and it is currently impossible to remove vehicles completely from this route.

2.3.25 There potentially is a long term aspiration to create an alternative access to Folly Island from the north. A link via Thornton Street needs further investigation and is currently difficult to achieve due to land ownership and technical constraints, in relation to level changes. However, in the short term, there is the potential to close the Bull Plain access for private vehicles on particular days to facilitate town centre events and markets. Emergency access will need to be retained at all times.

Removing parking from Bull Plain

2.3.26 There are currently around 15 short-term parking spaces in Bull Plain. Except for the disabled parking bays, these should be removed to reduce the amount of cars in the town centre cruising for spaces (often in vain), enhance the pedestrian environment, and provide space for a potential market. The analysis suggests that there is spare capacity at other town centre car parks (notably Hartham Lane or the Sainsbury’s car parks to the north). Gascoyne Way car park also has spare capacity throughout the day, which needs to be managed to allow for more short term shoppers car parking and for people to be directed to use this car park.

2.3.27 While this intervention will lead to the loss of some short-term parking spaces, it will significantly improve the pedestrian environment.

Limit general traffic to west of Market Street

2.3.28 Both of the interventions, closing off Fore Street and reducing traffic in Bull Plain can be taken forward independently. However, in combination they would have the greatest impact on the town centre. A longer term aspiration is to make the area west of Market Street a residential parking zone and restricting access to services and residents only, with the exception of disabled parking in certain locations. Vehicular flows within the centre will be even further reduced.

2.3.29 To achieve this, the public parking spaces on Bell Lane and Church Street (both of which take access off Fore Street) need to be withdrawn and re-allocated to residents who will be afforded access only rights as a controlled parking zone. This will result in the loss of approximately 14 unrestricted spaces on Church Street and a further 8 short term spaces on Bell Lane. These spaces are within a short walk of Gascoyne Way which could absorb some of the capacity.

2.3.30 The current general parking spaces outside numbers 17 to 27 Fore Street would become a dedicated disabled parking/loading bay.

2.3.31 With the removal of these parking spaces and limited vehicular access to the town centre, it will become a more attractive space for people to walk and cycle as traffic in the area is reduced. This could result in a shift away from people driving, and an increase in more sustainable modes, which would reduce the need for car parking spaces.

2.3.32 Apart from this the **benefits** would be:

- A significant reduction in traffic within the town centre, around the Shire Hall, western end of Fore Street, Bull Plain, Market Square and Salisbury Square.
- Potential improvements to parking for town centre residents as a result of a resident only parking area - the viability and deliverability of this will need to be further investigated.

Negatives:

- Reduction in short term parking dispersed through the western part of the town centre.
- Delays on the highway network for general traffic and selected buses as a result of closing the western end of Fore Street to general traffic.

Loading and servicing

2.3.33 Loading Pads could be implemented on Fore Street, The Wash, Market Street and Railway Street. These pads could increase the effective width of the footway when loading is not in operation, whilst still retaining the loading bays required to service the units. These interventions along with better management of the loading restrictions and times in the town centre would help address some of the issues identified in the baseline report and devote more of the public realm to pedestrian activities. This would supplement the other interventions mentioned. Measures to restrict services to out of hours are common in most town centres. However, this will need to be tested with existing retailers as it can be a strain, particularly in respect of the scope for independent retailers to influence the timing of deliveries because of their size.

4 Area guidance

2.4.1 One of the most positive aspects of Hertford's Town Centre is the distinctive character of streets and spaces. The most historic buildings and landmarks stand out in the townscape, giving character to the surrounding. To strengthen the town centre identity, enhance wayfinding, and help people to orientate themselves, we have identified a detailed strategy for each of the areas:

- **St Andrew Quarter:** Old Cross and St Andrew Street.
- **The Castle Quarter:** The environment of The Wash, entrance to the grounds and links to the River Lea.
- **The Shire Quarter:** Parliament Square, Junction of Fore Street and Former Christ's Hospital School.
- **The Salisbury Quarter:** Maidenhead Street, Bull Plain and Railway Street.
- **New Riverside Quarter:** The River Front and Bircherley Green.
- **Bluecoats Quarter:** The entrance space to Hertford East Station.

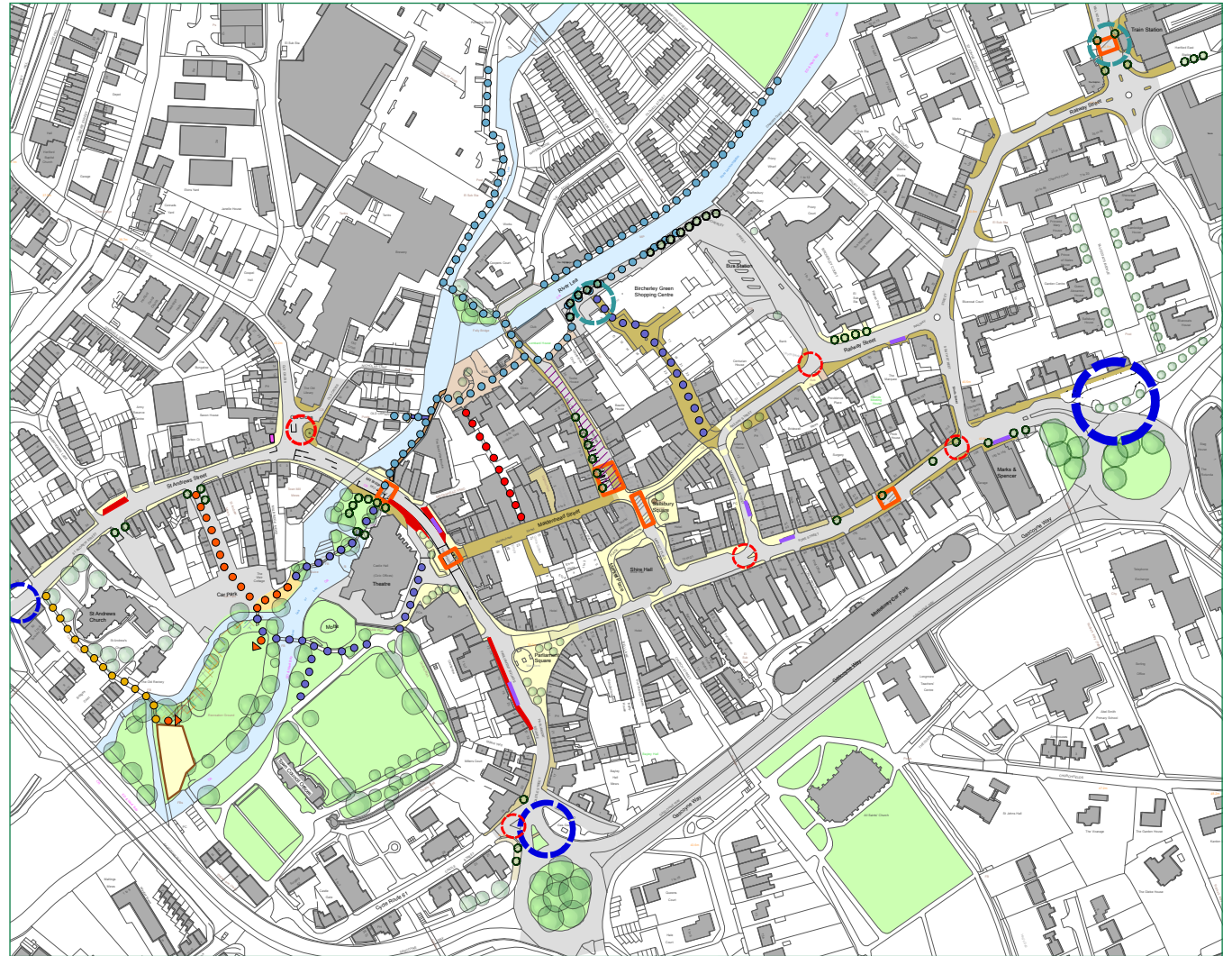


Figure 2.17: Town Centre Improvement strategy - detailed plans for each area are included in each section

St Andrew Quarter - St Andrew Street and Old Cross

2.4.2 This area creates the western entrance to the town centre and is the home of some high quality independent retailers and businesses.

2.4.3 St Andrew Street is a particularly distinctive street with many attractive historic buildings and independent businesses. St Andrew Street gently curves around the castle grounds. It contains many historic listed buildings that follow a traditional historic pattern. Narrow plots sit directly on the pavement and most have no front garden or boundary treatments. Buildings to the north of the street are set along a continuous frontage. This breaks only at the entrances to Brewhouse Lane where it steps back widening the road.

2.4.4 The southern edge of the street follows a similar pattern but the frontage is broken up by St Andrew's Churchyard. The spire of St Andrew's is an important landmark for the town.

2.4.5 Most of the buildings on St Andrew Street were originally built as residential properties and are two to three storeys in height. There are several ages and styles of building from traditional timber framed, to classical to modern dwellings. Typically, the less classical buildings are rendered with steep roofs and dormer windows to accommodate additional space in the attic. More classical buildings are made of brick and have shallower pitches.

2.4.6 St Andrew Street is a successful cluster of small businesses and shops. It has a distinct high quality character with a mix of uses. Many buildings have business or retail uses at ground floor with residential accommodation above. Shop fronts have generally been sensitively designed to complement the historic character of the buildings featuring timber fascias, awnings and traditional signage.

2.4.7 St Andrew Street suffers from the impact of heavy traffic and its footpaths are narrow, which creates conflicts and a hostile environment for pedestrians. One of the key spaces in this area is the junction of St Andrew Street and Old Cross. At this point visitors coming from St Andrew Street start getting a fuller sense of the town centre, with a view to the old library to the north and the former Green Dragon Hotel at the junction with Maidenhead Street. The Former Library Building stands out as a feature in the townscape.

Place-making objectives

- Reduce traffic dominance on St Andrew Street and at Old Cross junction and improve pedestrian crossing.
- Promote 'St Andrew Quarter' to encourage more footfall through signage and branding.
- Improve connection between St Andrew Street and the wider town centre.
- Work with the St Andrew Street Traders' Association to improve and promote the area.
- Making the most of the Town's heritage by use of high quality traditional materials.

Improvement strategy

- Enhance Old Cross as the gateway into St Andrew Quarter by repaving the paved space (East side) in natural stone materials to match St Andrew Street and provide enhanced seating and a wayfinding map totem.
- To further define the gateway space, extend the paved extent of the square to create a paved shared carriageway along Old Cross to Old Library Lane. This will also enhance the legibility of the proposed riverside walk loop from Bull Plain / Dolphin Yard to St Andrew Street if this is constructed. The technical feasibility of this link needs to be further investigated.
- St. Andrew Street's street furniture and lighting should be repainted to ensure the area looks well maintained. Consider location of signage and street furniture to ensure they don't create pinch points and clutter on narrow footways.
- Improve entrances to the surface car park to enhance the historic streetscape and improve legibility of the car park and pedestrian link to the Castle Grounds through narrowing openings with brick walls, railings incorporating wayfinding signage, tree planting and paving across cross overs.
- Create a small paved space for seating and cycle parking for shoppers outside numbers 32 – 32A. Remove the two parking bays on the north side and extend the footway with a raised cycle parking / loading bay at footway level where pavement is set back. Provide seating and cycle parking stands.
- Add additional sign to existing public footpath finger post by St. Andrew's Church indicating access to Castle Grounds as part of a 'town loop' and Castlemead.



Figure 2.18: Improvement strategy for St Andrew Street

Key

- Gateway points to alert vehicles to reduce speed
- Raised paved crossing to ease pedestrian crossing
- Town loop walk
- Extend width of footway
- New path through or defined route to Castle Grounds
- Repave footway - type as materials strategy
- Street tree planting zone
- Paths enhanced

Castle Quarter - The Wash

2.4.8 Starting at Old Cross, via The Wash, Mill Bridge and leading to Parliament Square this street curves around the Castle Grounds. It is one of the oldest routes in the town and has a unique character and sense of drama.

2.4.9 The street narrows between Old Cross and Mill Bridge and opens up at the Wash, from where it sweeps down towards the Castle before rising to Parliament Square.

2.4.10 In the south this street connects to the Gascoyne Way roundabout and therefore it is an important gateway into the town. South of Parliament Square the built form and tight sense of enclosure clearly signals the arrival into the town centre. However, the public realm is highway dominated and designed to allow cars off the roundabout as quickly as possible. This reduces the quality of the townscape and sense of arrival.

2.4.11 On the northern end at Mill Bridge there are open views down the Lea and a large area of public open space between the Lea and the Six Templars Pub. This contains Hertford Theatre and the historic gates to the Castle. Both are important landmarks. Despite the absence of buildings along the southern edge of the carriageway, the wayfinding to the Castle and Grounds is poor. Visual links are restricted by the remains of the old castle walls and by heavy planting. This is not helped by the location of the decorative gates to the Castle Grounds. These should remain unchanged, but as the gates are often closed they block views into the Castle Grounds. Furthermore, the loading area and car park for the theatre blocks views and the pedestrian route through the open space.

2.4.12 Narrow pavements and high volumes of traffic further impact on The Wash and Mill Bridge. There are two key bus stops within this area which will need to be retained as they serve this area of the town well.

2.4.13 The Quarter consists of two interlinked elements:

- the Castle Grounds and River Lea; and
- Mill Bridge, The Wash, Parliament Square and Castle Street.

Place-making objectives

- Encourage greater use of the Grounds throughout the year and improve facilities to attract visitors and shoppers to spend more time in Hertford Town Centre.
- Improve the river environment with a continuous pedestrian friendly footway along the river edge and through Castle Grounds,, investigating ways to better connect existing sections of the riverside path and the potential for introducing seasonal riverside refreshments.
- Improve access from the West /Castlemead and reduce impact of the A414 on the Grounds.
- Improve connections, legibility and quality of routes between the centre of the town and Castle Grounds and improve wayfinding with a focus on signposting retail areas and cultural and historic assets.
- Improve the quality of shops and restaurants along The Wash.
- Improve the southern gateway at Gascoyne Way and Parliament Square and expand the town centre environment to the roundabout by creating a more pedestrian friendly and less car orientated public realm.
- Make the most of the Town's heritage and enhance the setting of Listed buildings with use of high quality traditional materials.

Improvement strategy

Castle Grounds and River Lea

- Upgrade existing seating and provide additional seating along existing footpaths.
- The Ashley Webb shelter is in poor condition creating a run-down appearance to this part of the Grounds. Its location and design blocks views to the river from the Hertford Theatre / Maidenhead Street entrance and attracts anti-social behaviour. This structure forms part of the listing due to being within the Curtilage of a listed building. While the preferred option would be to remove the shelter to open up the Grounds or provide a new structure that could better meet the needs for a safe and attractive social space, there is some support to retain the structure in a refurbished form. Either of these building options should provide greater visual permeability, seating, and reduce the dark environment and potential for anti-social behaviour. This area has great potential to support interpretation to the Motte and provide a safe and attractive social space to enjoy the riverside views.
- The existing play area could be enhanced to provide a more attractive facility for the local population and visitors to the Castle Grounds though the size should remain similar to the existing situation to ensure there isn't a negative impact on the historic grounds. Its relocation within the Grounds could also be considered to reduce any negative air quality impact from the A414 for users. It should be noted that Hartham Common provides a greater range of equipment for all ages and is the main recreation ground in the town.

2.4 AREA GUIDANCE - CASTLE QUARTER

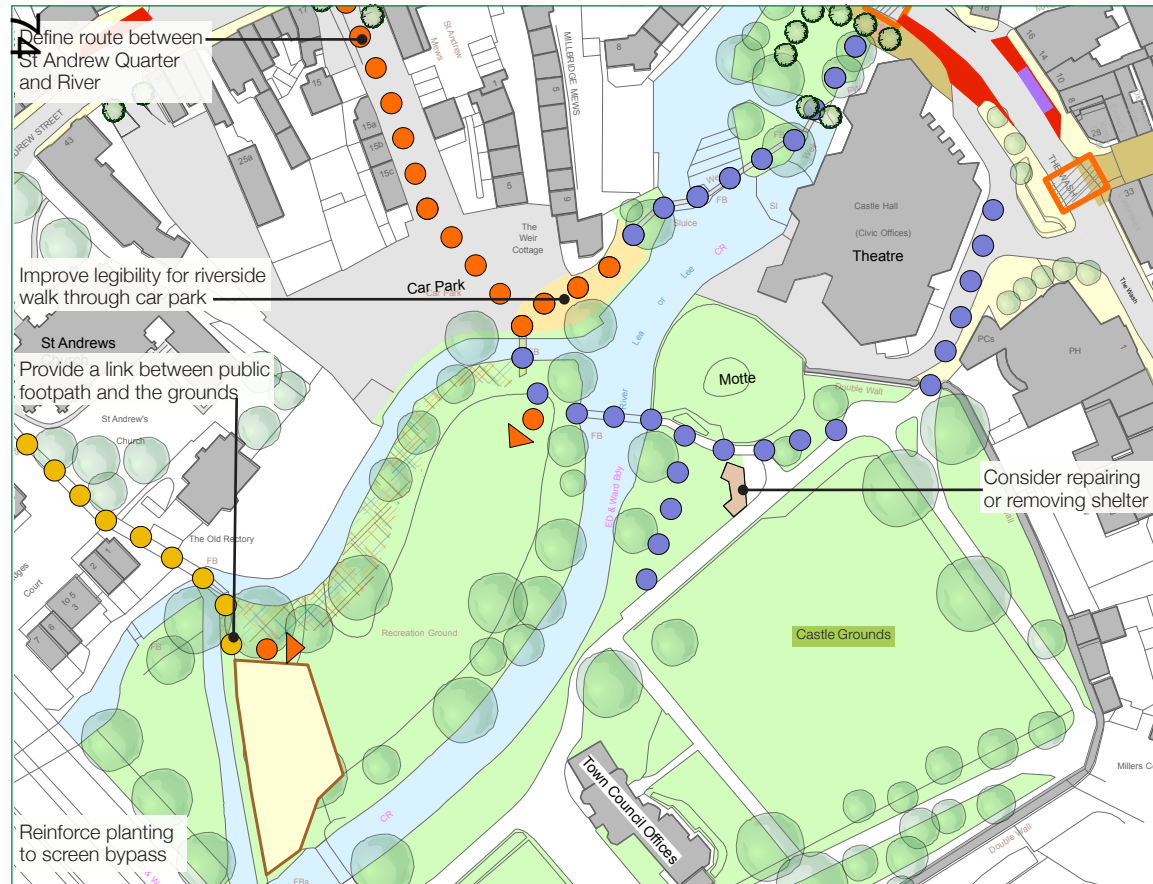


Figure 2.19: Improvement strategy for Castle Grounds

Key

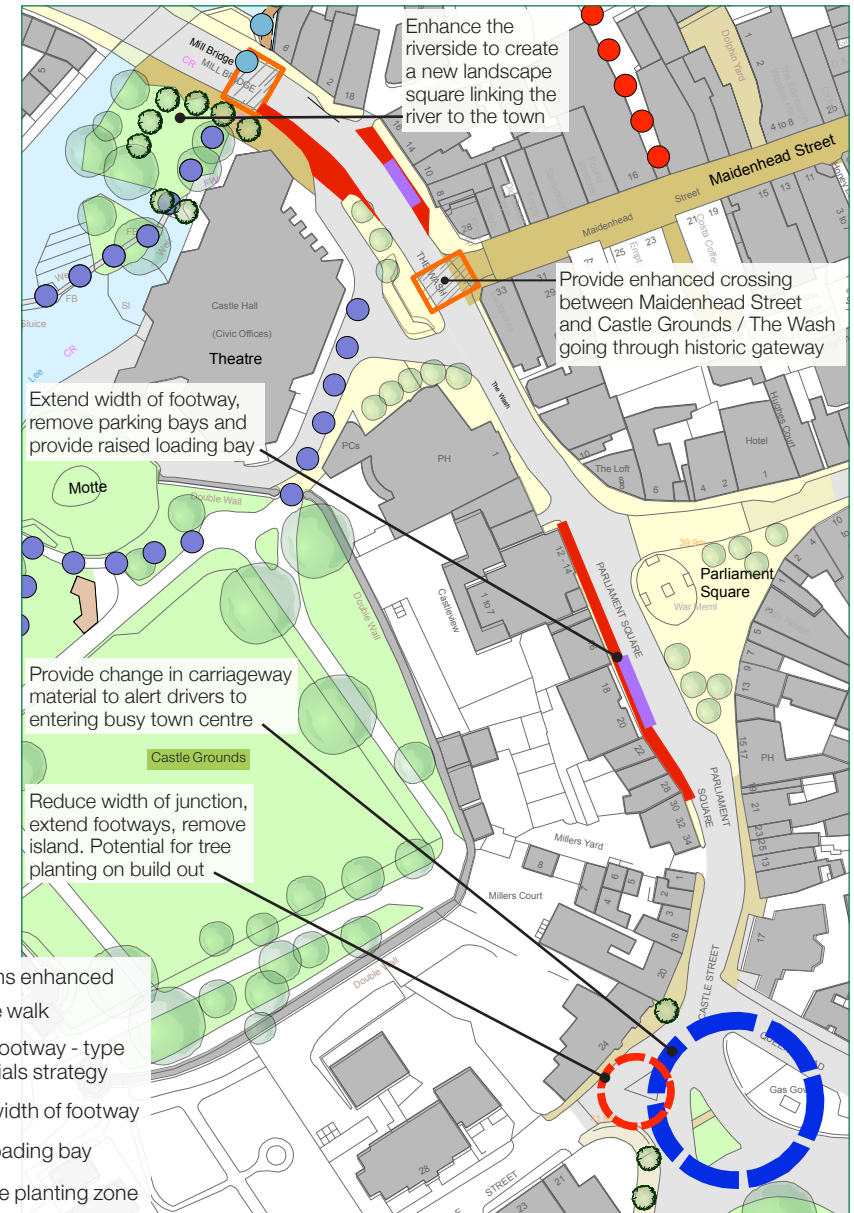
- ● Town loop walk
- ● New path through or defined route to Grounds
- ● Park paths enhanced
- Enhanced existing play area



- Improve the areas of public open space along the Wash, creating better links between the retail area and the Castle Grounds as well as visual connections to the River Lea. This should include consideration of removal of a number of parking spaces in the St. Andrew Street car park to form a continuous vehicle free pedestrian riverside route from the Castle Grounds to Mill Bridge and the Theatre.

Castle Quarter - Mill Bridge, The Wash, Parliament Square, Castle Street

- Reconfigure the riverside space next to Mill Bridge / Hertford Theatre through:
 - Extending the paved area to create a larger space of informal activities / performances and to allow for a street café serviced by mobile coffee vendor or consider a more permanent landmark structure.
 - Relocating the Samuel Stone statue away from the back of footway set within a paved space with additional seating and amenity lighting and wayfinding related to the riverside walk. However, this would need to be sensitively planned to ensure that it would not be open to anti-social behaviour, especially at night.
 - Retaining a soft edge to the river with path and seating and additional planting. Undertake risk assessment to assess whether the railings are required or could be reduced in length to allow greater connectivity between the water and the space.



Key

	Enhance Town Centre Gateway		Park paths enhanced
	Gateway points to alert vehicles to reduce speed		Riverside walk
	New path through or defined route to Gardens		Repave footway - type as materials strategy
	Raised paved crossing to ease pedestrian crossing		Extend width of footway
			Raised loading bay
			Street tree planting zone

Figure 2.20: Improvement strategy for The Wash

- Improving access along the riverside – particularly encouraging increased public access to the existing gated ‘westbank’ path within the hours allowed by the planning permission for that development.
- Investigating potential for Hertford Theatre to open out onto the adjacent space.
- Removing the planting bed on the bridge to create a viewing point and so increase width of footway.
- Reducing width of carriageway and increase footways where feasible. Provide paved raised loading bay pads to increase footway width when not in use.
- Enhancing crossing point from Maidenhead Street by creating a wide controlled raised table across The Wash from Maidenhead Street to the historic Castle allowing pedestrian access directly through the impressive entrance gates. The technical feasibility of this crossing needs to be further investigated.
- Removing excess bollards at Parliament Square.
- Creating a paved space with seating in front of the Hertford Theatre and reducing vehicle movements around the theatre forecourt by closing off the northern exit for all but the largest theatre vehicles if required.
- Improve existing shop fronts to reflect the historic environment of the Castle Quarter.
- Strengthen the gateway into the town from Gascoyne Way by:
 - Reducing the width of the turning into Castle Street with kerb build-out to both sides and remove the traffic island in Castle Street between Longmores and William H Brown which is out of keeping with the historic narrow street. Consideration will need to be given to the needs of cyclists using National Cycle Route 61.

- Provide a change in carriageway surface at the gateway such as a coloured macadam wearing course or other material sympathetic to the Conservation Area to define a threshold into the town centre to alert drivers to the change in speed limit and likely pedestrian and cycle activity between the bypass and the town centre.
- Screening the Gascoyne Way car park with attractive materials, such as a living wall or other sympathetic material, would reduce the impact of this obtrusive building.

Shire Quarter

2.4.14 Before the construction of Gascoyne Way, Fore Street was the main vehicular route through the town centre. It is wider and grander than the other streets in Hertford. The buildings on Fore Street are taller and wider, many are double-fronted and symmetrical, creating a sense of formality. In the past this street would have been the business hub of the town with many banks, the Post Office and the Magistrates Court clustered together.

2.4.15 The street is terminated at either end with distinctive buildings or spaces. On the western edge it is terminated by Parliament Square. This square is an important urban space at the western end of Fore Street. It links directly into Fore Street. This triangular space includes the war memorial, a significant landmark, and marks an entry point to the town. This is one of the few larger spaces in Hertford town centre that is sunny, with an opportunity to sit out.

2.4.16 On the eastern end, the historic buildings at the Former Christ’s Hospital School create a distinctive entrance point to the street. However, the existing Marks & Spencer building, the garage and clutter of traffic signs at the entrance to Fore Street reduce the quality of this town centre gateway.

2.4.17 In traffic terms, Fore Street unfortunately acts as an eastbound rat run to avoid Gascoyne Way, which creates conflict between pedestrians and vehicles and increases the traffic flows through the town centre.

2.4.18 Car parking, bus stops and servicing as well as taxi ranks create a busy environment on Fore Street. This reduces the ability of pedestrians to cross the street and explore shops on both sides of the road.

Place-making objectives

- Reduce traffic within the area and improve pedestrian environment.
- Reduce traffic / pedestrian and cycle conflicts at the western end of Fore Street.
- Making the most of the Town’s heritage and strengthen the ‘County town’ character reflecting the historic and cultural significant buildings including Shire Hall.
- Strengthen the gateway on the east of Fore Street by improving the setting of the historic buildings and creating a more pedestrian friendly and a less car orientated public realm.
- Promote existing buildings of lower quality, such as the Marks & Spencer’s and garage building as a long-term opportunity site.
- Improve wayfinding with a focus on signposting, retail areas cultural and historic assets, such as the Shire Hall.
- Reduce the impact of vehicles on the retail and evening environment.

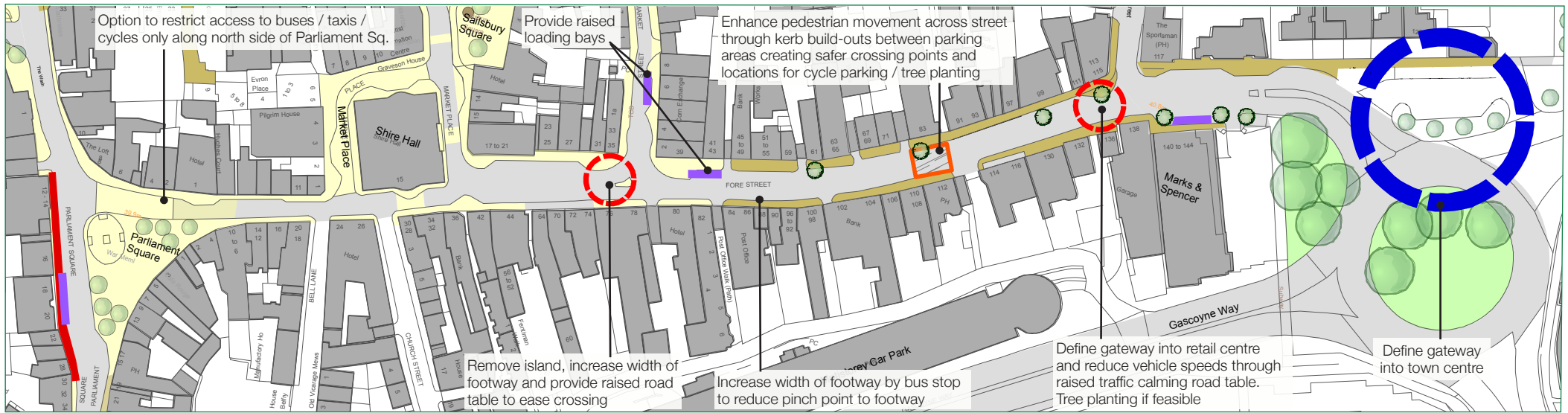









Figure 2.21: Improvement strategy for Shire Quarter - Fore Street

Key

-  Enhance Town Centre Gateway
-  Gateway points to alert vehicles to reduce speed
-  Repave footway - type as materials strategy
-  Raised paved crossing to ease pedestrian crossing
-  Extend width of footway
-  Raised loading bay
-  Street tree planting zone



Shire Quarter - Fore Street

2.4.19 Fore Street is a key east west route within the town centre and a street of a distinct and positive character.

2.4.20 Apart from the potential closure of Fore Street at the western end to general traffic, there is a number of options around how to treat Fore Street in the future. These relate to the priority that is being given to pedestrian, cycle, buses and private traffic. Section 3 of this report sets out the implication of increasing bus services along this route.

Pedestrian and cycle priority

2.4.21 As a key east west link there is the opportunity to give more emphasis to cyclists and pedestrians on Fore Street. This would improve the pedestrian and cycle environment at the expense of losing short-term parking spaces and the opportunity to improve bus services and promote the cycling contraflow along this street.

Leave as is with minor public realm improvements

2.4.22 There is an opportunity to improve the environment on Fore Street without structural changes to traffic flows and only minor changes to the existing parking arrangements. This would improve the ability of pedestrians to cross the street and give more space to pedestrians outside loading activities.

2.4.23 Prioritising pedestrians, cyclists or public transport would benefit from an extension of the footway along the entire length of the street. Either on the northern side to allow a wider footway for shoppers, potential for seating, tree planting (if feasible) and cycle parking stands without impacting on pedestrian movement or on the southern side to provide space for bus shelters and seating. As a result some on street parking will need to be relocated, reducing

the length of the taxi rank in the daytime and an overall reduction in parking.

2.4.24 A less intrusive option would be to retain the existing kerb lines and provide a pavement extension with raised speed table to ease pedestrian crossing between the retail frontages, reduce speed of vehicles along the street and provide opportunity for tree planting and possibly seating. In this option, some on street parking will also need to be relocated, reducing the length of the taxi rank in the daytime.

Improvement strategy

- Strengthen gateway from Gascoyne Way by defining a landscape space in front of Bluecoats reflecting the formal architecture of the Former Christ’s Hospital School Yard. This space has the potential for a Public Art project and additional trees to improve the air quality.
- Reduce carriageway widths between Gascoyne Way roundabout and South Street where feasible.
- Where not already provided, repave remaining sections of footways from Post Office Walk to Gascoyne Way (South Street end) with Yorkstone slabs to unify street.
- Provide raised paved loading pads in appropriate locations, retain the loading facility, but to increase the effective width of footway when they are not in use.
- Strengthen the gateway into Fore Street at South Street junction and improve pedestrian crossing by extending footways, reducing carriageway width and providing a raised paved road table. Pavement build-out to have tree planting and location for cycle parking set away from pedestrian desire lines.
- Deter drivers moving further west than Market Street by making it no entry except for buses, cycles and access

only and improve pedestrian crossing by extending width of footway, reducing width of carriageway, removing central island and providing a raised table on Fore Street by Market Street Junction.

- Enhance vehicular carriageway between Parliament Square and Market Place. Options for approved construction are dependent on issues concerning potential length of street closure. Extending the existing area of Tegula concrete setts as used in part of the north side of Parliament Square would provide a coherent finish, extend the character of the square and be quicker to construct than using natural granite stone setts, which are currently in situ. While macadam would be the quickest and most robust repair option, as it provides the least visual enhancement, this is not a favoured approach.
- Street furniture and lighting should be repainted to ensure the area looks well maintained. Consider location of signage and street furniture to ensure they don’t create pinch points and clutter on narrow footways. Where new lighting is introduced, this should be of LED type and predominantly be mounted on buildings.

Salisbury Quarter

2.4.25 Originally this area would have housed most of the civic and retail functions of the town. It should be the focal point of the town centre. However, the quality of retail, management issues and ageing public realm are letting it down.

2.4.26 Salisbury Square is the only town centre space that currently provides opportunity for town centre events and markets. It is in the geographic heart of the town centre, but does not live up to the potential role of a town centre

wide focal point. This is partly due to the existing uses and vehicular traffic.

2.4.27 Bull Plain is a wide space that connects the town to Folly Island. The consistent building line and scale of development frames this street. It is terminated at both ends by attractive buildings (Lombard House to the north and curved former department store building, 1-3 Maidenhead Street, to south). Bull Plain is the home of the Museum and provides a key link to the River Lea.

2.4.28 Bull Plain provides the only vehicular access to Folly Island. As a result of this it is currently impossible to close access through Salisbury Square, even on a temporary basis for town centre events. To reduce traffic flows through this area, a northern access into Folly Island as well as temporary closure of this access for special events are proposed. As a result of landownership and level differences, a northern vehicle access is unlikely to be achievable in the short term, but it remains a long term aspiration that needs to be further tested.

2.4.29 Maidenhead Street passes through one of the weakest retail offers and environments in the town centre. The street itself presents an unattractive and unappealing retail experience. Service retailers, especially financial services, dominate it. The value comparison goods offer is visibly quite dominant.

2.4.30 The street has a number of management issues and frequent breaches of the pedestrianisation order are reducing the shopper experience. This is mainly due to loading, which is allowed currently. Given its importance as a key east west route, plus access route to the library / cultural offer, as well as to the St. Andrew Street / Old Cross offer, Maidenhead Street is currently providing a very poor lasting impression of Hertford Town Centre.

2.4.31 There are a number of small historic lanes that contribute to the character of this area. Evron Place, a more recent lane, does not contribute to the quality of the area.

Place-making objectives

- Reduce the number of cars in the area and reduce pedestrian / vehicle conflict.
- Create a unified public realm to strengthen the east west link of Maidenhead Street, Salisbury Square and Railway Street.
- Create a focus for Hertford and enlarge the focal point around Salisbury Square with high quality public realm and retail units.
- Improve wayfinding with a focus on signposting, retail areas cultural and historic assets, such as the museum and the River Lea.
- Improve the management of Maidenhead Street, reinforce the pedestrianisation order and restrict servicing.
- Make the most of the Town's heritage and character. Enhancing the setting of Bull Plain and redefining as a public space.

Improvement strategy

2.4.32 Repave Maidenhead Street in quality natural stone materials to match Railway Street / Salisbury square to create a unified feel to the retail core. Bircherley Green should also be repaved in similar materials as part of any redevelopment proposals.

2.4.33 Consider designating Maidenhead Street as one-way west bound, except cycles, to allow a no entry from The Wash, to help reduce unauthorised use of the street. This will also help in the potential improvements to the pedestrian crossing across The Wash from Maidenhead Street (See The Wash).

2.4.34 Remove all parking spaces, except those designated for disabled use, from Bull Plain and extend the paved square northwards. Disabled Bays would also be introduced to Fore Street within the existing parking area outside No.s 17 to 29 Fore Street, potentially in combination with a loading bay. The reduction in parking spaces will be part of a defined permit holders parking area north of Fore Street to reduce the number of vehicles crossing the Central Spine of the town and strengthen the Heart of the town by extending the character of Salisbury Square through into Bull Plain. The paved square will extend the street market activity and allow for more seating and tree planting (if feasible).

2.4.35 Extend Salisbury Square across the carriageway to the Monsoon store by raising the carriageway to create a single level surface and paving. This will further traffic calm vehicles and deter use of area. Paving materials would be similar to Railway Street defining the carriageway with smaller units but removing the kerb edge.

2.4.36 Provide street tree planting to Bull Plain, small to medium size columnar type form to emphasis the square whilst not impacting on the urban form. Any tree planting will require a local agreement with Hertfordshire County Council in terms of planting and maintenance. Consideration will also need to be given to the location of statutory undertakers buried pipes and cables that may restrict placement of trees. The positioning of existing cellars in this location (particularly on the westside) would also need to be factored into any potential plans for the area.

2.4.37 Recognise the unique architectural form of Bull Plain and its links between the riverside and Salisbury Square as an asset to the retail and cultural qualities of the town centre by extending retail and social activity into the space.

2.4.38 Extend the weekend street market along the length of Bull Plain with the weekend street market to create a retail loop round to the river and Bircherley Green.

- Control the use of 'A' boards by shopkeepers and consider some form of unified designed shopping map as part of the Wayfinding strategy.
- Where vehicle access is limited to servicing and access only, as along Maidenhead Street and the west end of Railway Street, specific access times should be enforced through physical barriers such as drop bollards or electronic gates. Maintenance and management considerations would need to be assessed when considering options.
- Explore options to close off Evron Place to non-residents in the evenings to reduce potential for antisocial behaviour.
- Improve wayfinding with a map totem located in Bull Plain / Maidenhead Street.
- Improve the management of Maidenhead Street and reinforce a new order to restrict access.
- Street furniture and lighting should be repainted to ensure the area looks well maintained. Consider location of signage and street furniture to ensure they don't create pinch points and clutter on narrow footways. Where new lighting is introduced, this should be of LED type and predominantly be mounted on buildings.

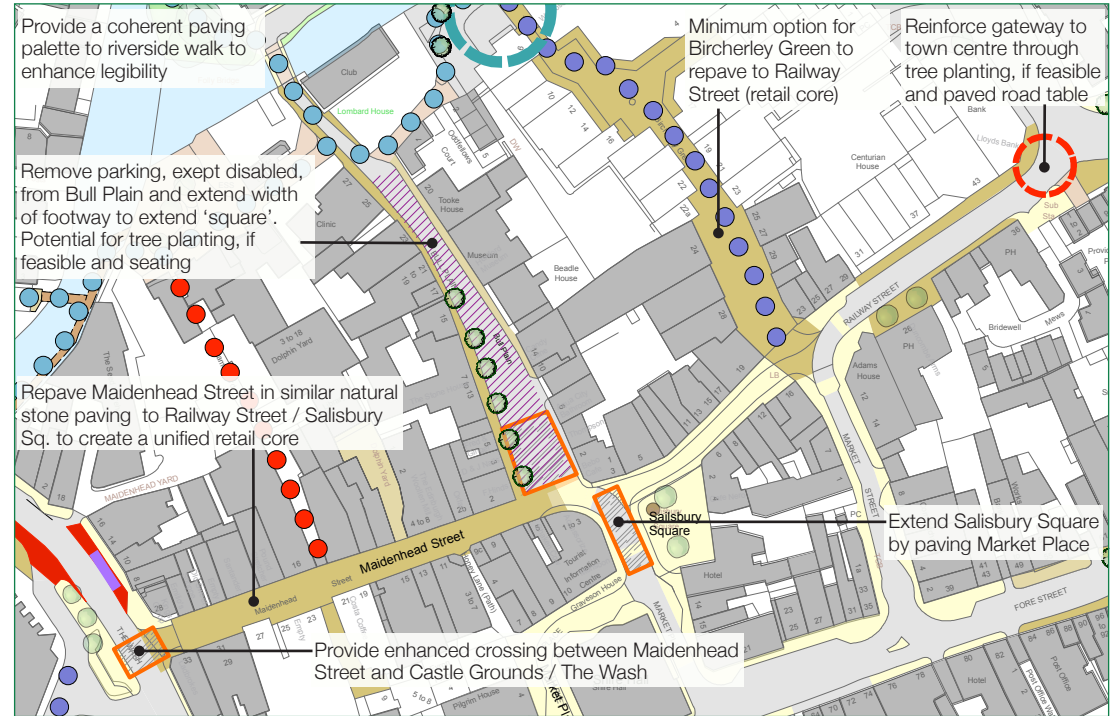


Figure 2.22: Improvement strategy for The Salisbury Quarter

Key

- Define paved square - enlarge existing
- Gateways points to alert vehicles to reduce speed
- Riverside walk
- Repave footway - type as materials strategy
- Raised paved crossing to ease pedestrian crossing
- Extend width of footway
- Raised loading bay
- Street Market extension
- Street tree planting zone



New Riverside Quarter

2.4.39 The existing Bircherley Green shopping centre provides the main town centre opportunity and a comprehensive redevelopment could contribute significantly to the town centre's health and vibrancy. In particular, in terms of achieving the town's objective to make the River Lea a central part of the town centre and creating a more pleasant river environment.

2.4.40 The existing commercial shopping complex consists of a series of buildings of varying heights, including a multi-storey car park, a food store and a number of smaller units. As discussed, this area does not function well in terms of modern retail requirements and does not provide the environment the town aspires to.

2.4.41 The centre is inward looking with poor connections to the wider town and the river. The main building backs onto the river, creating a blank frontage and an unpleasant pedestrian environment. The arrangement of the internal shopping street does not allow views through to the main space or the river and it feels narrow and cluttered. Also, it does not allow shoppers to view the whole retail offer, due to the stepping building line and overhangs.

2.4.42 As part of this study the opportunity for additional footbridges across the River Lea were explored. Previous studies have shown that an accessible footbridge at Bircherley Green is technically not feasible due to level differences on either riverbank and the height requirement to allow boats to pass undisturbed.

The bus station

2.4.43 This is currently located on land that is controlled by the Bircherley Green landowner, although some areas are dedicated as public highway. The public consultations in March as well as in September have clearly established the preference of the town to keep the bus station in its current location. Also, in terms of pedestrian movement the bus station is well located adjacent to the shopping centre and on the important east west route of Railway Street via Salisbury Square and Maidenhead Street.

Place-making objectives

- Create a vibrant and attractive area adjacent to the river, providing opportunity for public space that can be enjoyed for a variety of activities, such as specialist markets, boating, eating and drinking.
- Create a modern retail environment with larger retail units suitable to attract national retailers and create a key destination in this part of the town centre.
- Explore the opportunity to attract a leisure use, such as a cinema. This would provide an additional destination in this part of the town and encourage footfall. Any new leisure use should complement and not directly compete with the existing cultural offer, such as Hertford Theatre.
- Introduce more residential development.
- Retain office space provision as part of the mix.
- Investigate additional footbridge from Dolphin Yard to the northern bank of the Lea or Mill Bridge to extend the river walk way.

Improvement strategy

- As part of the Bircherley Green proposals develop an attractive waterside space with cafés and seating directly linking the core retail area and Railway Street to the waterside.
- Repave the pedestrian link between Bircherley Green and Bull Plain to match materials in Dolphin Yard to create a legible link.

Riverside Walk and connections

2.4.44 Develop a coherent waterside walk to attract a greater use of the river both as a route linking the different distinctive quarters set out in the Place Making strategy and as a recreational route linking the town's key open spaces of Hartham Common and Castle Grounds. In order to achieve this, the current missing link between Dolphin Yard and Old Cross or Mill Bridge needs to be provided.

2.4.45 The potential to create a bridge link from Dolphin Yard to Old Cross via Old Library Lane has been assessed previously by the County Council as not viable. This was due to existing navigation requirements and motoring rights along this stretch of the river. Any changes to these would attract objections from boat users if this part of the river were no longer available for boat users. The County Council considered the costs of providing a suitable bridge construction with enough headroom that allowed this part of the river to be navigable for riverboats, and provide pedestrian access that is fully DDA compliant and usable by cycles would be excessive for the benefits gained.

2.4.46 To enable a lower cost bridge construction to be economically viable the strategy proposes three options to be considered for further evaluation.

2.4.47 **Option 1:** The short section of navigable water between Mill Bridge and Old Library Lane, approximately 35m that would not be needed for turning boats, would need to be classified as non-navigable allowing a lower level bridge which would have minimal visual impact on the historic character of the area. This would allow a fully DDA compliant structure to be built and for use by cyclists.

2.4.48 **Option 2:** Retain access for boats and provide a bridge with stepped access to provide sufficient headroom. This by its nature could be Equalities Act compliant in terms of a stepped access route, but not have facilities to allow for wheel chair users or cyclists across the bridge.

2.4.49 **Option 3:** Extend the existing riverside walk between Dolphin Yard and Mill Bridge, along Adams Yard and The Seed Warehouse thereby linking both Castle Grounds and Hartham Common, and St. Andrew Quarter and Bircherley Green together via a riverside walk. A link would be provided along the building line to the east side of the river, from Dolphin Yard to Mill Bridge. This proposal would create a timber deck walkway with a stepped access up to Mill Bridge requiring works to the Mill Bridge

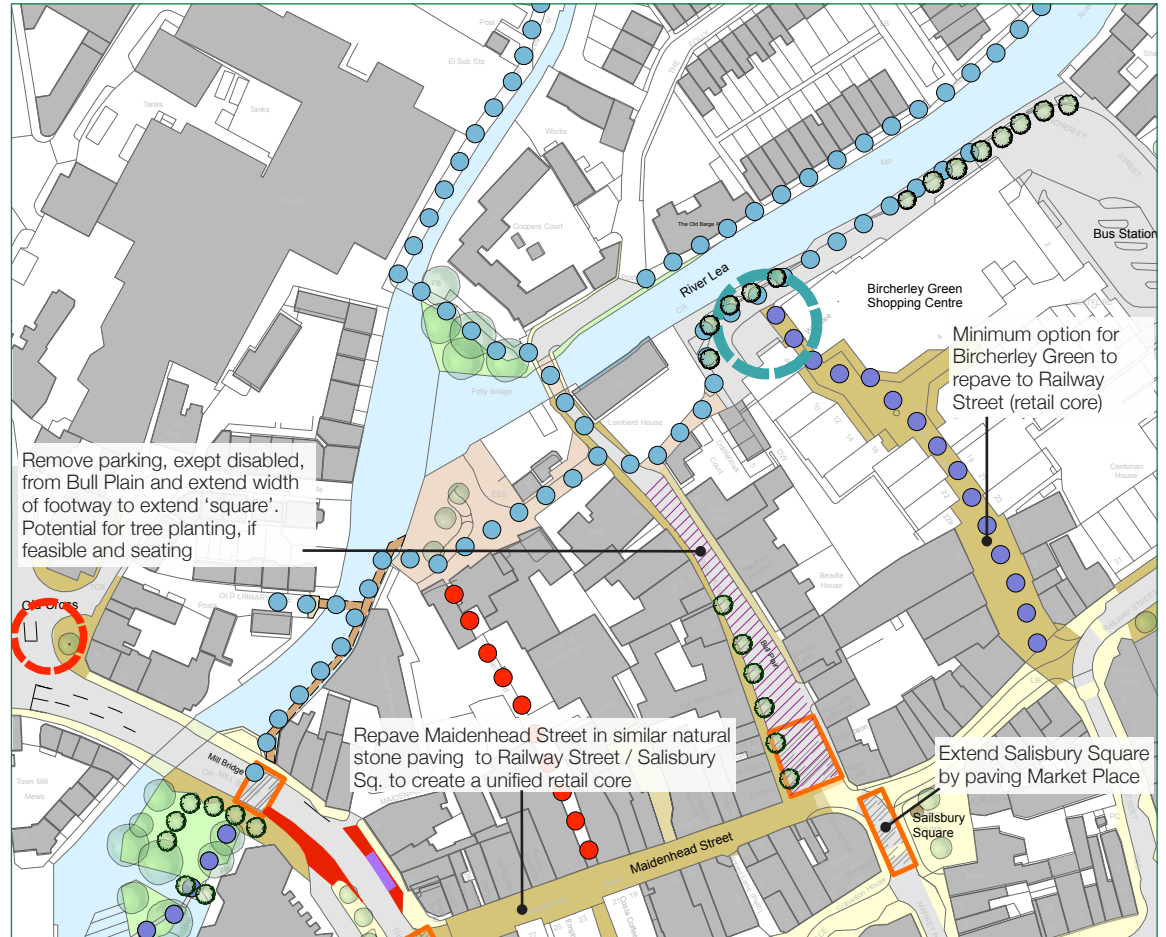


Figure 2.23: Improvement strategy for the New Riverside Quarter

Key

-  Define paved square - enlarge existing
-  Gateway points to alert vehicles to reduce speed
-  Park paths enhanced
-  Raised paved crossing to ease pedestrian crossing
-  Repave footway - type as materials strategy
-  Extend width of footway
-  Riverside walk
-  Street Market extension
-  Raised loading bay
-  Street tree planting zone



balustrade. The board-walk structure could be self-standing or floating within the river. This would provide an Equalities Act compliant stepped access but not provide an Equalities Act accessible route for wheelchair users or act as a cycle route. It would retain access for boat users but the design would need to incorporate mooring rights to The Seed Warehouse as part of the design.

2.4.50 Option 3 was the preferred option at the consultation event and is supported by all Councils. However, it will need to be investigated further in terms of land availability, technical feasibility and costs.

Bluecoats Quarter

2.4.51 The Former Christ's Hospital School site is a very distinctive, self-contained area of the town centre. Surrounded by a tall wall on all sides, it is not very well linked to the surrounding streets. However, the movement study has identified an east-west pedestrian connection through the northern part, from Tesco to Railway Street. The design and layout within the site is very positive. The buildings are arranged around a wide tree lined boulevard, Bluecoats Avenue. Eight grand symmetrical dormitory blocks flank the avenue on the left and right hand sides. These are constructed from red brick. The former school hall building itself terminates the avenue.

2.4.52 The adopted Mead Lane Urban Design Framework (2014) puts forward proposals that will help to transform this area, especially the area around the station. However, it is important that this current strategy considers ways to improve the area, especially the route from Railway Street to the town centre.

Place-making objectives

- Improve permeability through the Former Christ's Hospital School site.
- Create a more coherent townscape and improve public realm and connections.

Improvement strategy

- Creating a paved square in front of the station by:
 - Reducing Mill Road carriageway width to 6.5ms, depending on the detailed design, and extending footways either side.
 - Providing a paved raised speed table to reduce speeds and ease pedestrian crossing.
 - Provide tree planting to Mill Road to further define 'square'.
 - Raise the taxi rank drop off area to be flush with footway and pave in matching materials.
- Enhance street frontage to Railway street car park through tree planting.
- Repave footways leading into town centre as set out in materials strategy.
- Improve Wayfinding through enhanced paving and improved crossing as noted above to direct visitors to the town centre and provide town map outside station and additional finger post at roundabout noting direction to town centre, Bluecoats Avenue and County Hall/Wallfields.
- Provide tree planting where feasible along the section of Railway Street between South Street and Bircherley Green to create a greater sense of enclosure on the approach to the historic core.

- Provide a sensitive advertising board to entrance Warren Place for the businesses as part of a boundary wall to enhance the street edge and screen bins.
- Street furniture and lighting should be repainted to ensure the area looks well maintained. Consider location of signage and street furniture to ensure they don't create pinch points and clutter on narrow footways. Where new lighting is introduced, this should be of LED type and predominantly be mounted on buildings.
- Continue the plaques initiative on buildings of historic interest.



Figure 2.24: Improvement Strategy for the Bluecoats Quarter

Views

2.4.53 Hertford is not a formal town and there are no large formal vistas or direct and clear views to destinations, landmarks or the river. On one hand this makes it particularly difficult to find one’s way around the town centre and appreciate all it has to offer. On the other it creates a distinct character and interest.

2.4.54 The character of Hertford and its fine urban grain creates a number of important glimpsed or high-level views within and surrounding the town centre. These are:

- Bull Plain towards 42 Fore Street and All Saints Church Tower.
- View of the River Lea from Bull Plain Bridge.
- View of the Shire Hall on Fore Street.
- View of the Castle from Gascoyne Way.
- No 51 St Andrew Street and St Andrew’s Church.
- The Old Library.
- All Saints’ Church.
- Historic McMullen’s Brewery and the Old Barge Pub on the river.

2.4.55 Apart from these views to important landmarks, there are a number of attractive views to particular buildings and building features, such as the view towards the curved former “Graveson’s” department store building at the junction of Maidenhead Street. New developments should contribute to the rich townscape with new high quality buildings that either enhance existing views and landmarks or create new ones.

Barriers - Gascoyne Way

2.4.56 There is very little potential within this study to remove or improve the impact that Gascoyne Way has on this town. Movement analysis revealed that all of the junctions are at capacity and there is unlikely to be any potential to reduce or re-direct the traffic flow. However, the appearance of the multi-storey car park could be greatly improved by re-cladding it in an attractive material or by screening of this obtrusive building, possibly through the application of a living wall. Two of the underpasses have recently been re-designed with artwork to become attractive well-lit places. Many other cities have used artists to help re-design such places. This could be extended to other locations to create new interesting spaces to enhance the town.



Figure 2.25: View of River Lea from Bull Plain Bridge



Figure 2.26: View of the Shire Hall on Fore Street



Figure 2.27: View of Bull Plain towards All Saints Church

3

Movement Strategy

3 Movement Strategy

3.1 Introduction

3.1.1 The 'Movement Strategy' forms a part of this Urban Design Strategy. It evaluates the current transport system around the town centre and proposes options to assist in achieving the key objectives of the Urban Design Strategy. This section sets out the relationship to the strategic transport plan for Hertford and discusses the proposed interventions in more detail from a movement perspective. It provides a technical basis for the place-making principles and proposed improvement strategy.

3.1.2 The Movement Strategy supports Hertford's current Urban Transport Plan (UTP) by:

- Optimising the value of Hertford's heritage, open spaces and landscape assets, including the river areas;
- Providing a town centre that is safe, attractive and enjoyable as a place people will naturally favour to shop, work and spend their leisure time;
- Enhancing the user experience by the creation of a distinctive network of public paths, spaces and opportunities to hold public events;
- Designing a town that focuses on place and character of Hertford's historic environment while balancing the need for movement – managing the conflicts of vehicles and pedestrians, giving priority to accessibility and emphasising sustainable travel modes;
- Revitalising the commercial activity of the town centre and secure, in particular, the long term health of the primary shopping areas;
- Developing a coherent, high quality and cost effective approach to the treatment and maintenance of the public highway, footways and other public spaces in the town centre; and

- Developing a sensitively designed strategy for car parking provision within and around the town centre.

3.2 Movement issues

3.2.1 In addition to the issues identified in the consultation, the Hertford and Ware Urban Transport Plan highlights the following wider issues:

3.2.2 **Traffic Congestion:** The A414 is sensitive to congestion on the M25 and is therefore the main diversionary route when incidents involving road closure and delays occur. Congestion hotspots mainly occur on the A414 through Hertford and its connection with the A10. The Bluecoats and Mill Road junctions are identified as areas causing the most significant delays to traffic. Other hotspots include Castle Street/Parliament Square junction, Hale Road/Pegs Lane, Railway Street and Fore Street.

3.2.3 **Passenger Transport Access Issues:** There are passenger transport access issues including parking capacity issues at both Hertford East and North Station and the passenger experience at the central Bus Station. Bus services between the north and south of town are relatively infrequent compared to east-west services, as well as there being limited bus priority measures due to the constrained road space within town.

3.2.4 **Cycle Accessibility Issues:** Cyclists have limited access due to the pattern of existing traffic routes, often with high vehicular traffic, including the A414 and other narrow and traffic dominated streets within the town. The Dicker Mill Bridge at the end of Mill Road, Welwyn Road and Port Hill are identified as key routes that have issues for cyclists.

3.2.5 **Pedestrian Accessibility Issues:** The A414 is a major barrier to pedestrian movement with those subway crossings which have yet to be enhanced being particularly unattractive, while North Road has reported speeding issues and bus stop location issues. Minor conflicts and serious accidents between pedestrians and traffic have occurred at Old Cross and South Street (in the 3 years prior to the publication of the document) and minor accidents involving pedestrians have occurred on the western end of Fore Street, on Bull Plain and at The Wash.

3.2.6 Public consultation identified some issues with the clarity of priority between pedestrians and vehicles such as at certain speed tables at Maidenhead Street/Bull Plain and Railway Street/Market Street.

3.3 Highways

3.3.1 This section of the Report explores the potential to alter the highway arrangement within the study area. Two key options were analysed:

1. Closure of western end of Fore Street; and
2. Alternative vehicle route into Folly Island.

Paramics model

3.3.2 As part of the work JMP has been granted the right to use the Hertfordshire County Council (HCC) Paramics Model. This model was initially developed in 2009 to assess the implications of transport schemes as part of the Hertford and Ware Urban Transport Plan work.

3.3.3 The model was updated in 2014 to assess the potential for making improvements to the junctions along the A414 corridor. As part of this work, the existing Bengoe part of the model was extended to the Hertingfordbury roundabout in the west and the A10 Rush Green roundabout in the east. New traffic data was collected at junctions along the A414 corridor and a local recalibration exercise was undertaken. The current version of the model has a base year for the two weekday peak periods AM (07:00 – 10:00) and, PM (16:00 – 19:00).

3.3.4 The level of validation along the A414 corridor is good with 95% of individual flows meeting the DMRB GEH criteria in the AM peak and 100% meeting the criteria in the PM peak however, this remains to be verified by the County Council which has not yet had sight of the revised model.

3.3.5 The Model has recently been extended by the Bircherley Green site promoters and refined in the town centre area to support planning application work on the Bus Station site. The level of calibration and validation continues to meet DMRB GEH criteria.

Closure of Fore Street to general traffic

Issues

3.3.6 Fore Street acts as an ‘eastbound relief road’ for the A414 (Gascoyne Way), which creates a conflict between pedestrians and vehicles.

3.3.7 Approximately 318 vehicles use Fore Street in the PM peak (17:00-18:00), compared with 717 in the AM peak (08:00-09:00). Of those approximately 233 are observed to rat run in the AM peak and 313 in the PM peak. This shows that proportionally more vehicles make the movement in the AM, although there is a higher absolute number in the PM peak.

3.3.8 Figure 3.1 depicts the number of vehicles making this movement and shows that the majority approach from the north, whilst those approaching from the west are likely to remain on Gascoyne Way rather than make the diversion.

3.3.9 The western end of Fore Street is two-way for buses but not wide enough to allow two vehicles to pass without either mounting the kerb or using the designated give way area (as shown in Figure 3.2), which are often ignored by motorists. This damages the footway and is costly to repair and maintain.

3.3.10 Restricting the use of the western section of Fore Street to buses, cyclists and pedestrians would also limit access to the town centre and Folly Island for those travelling from the west. This could result in additional vehicle miles and an increase to journey times for residents, visitors and servicing vehicles.

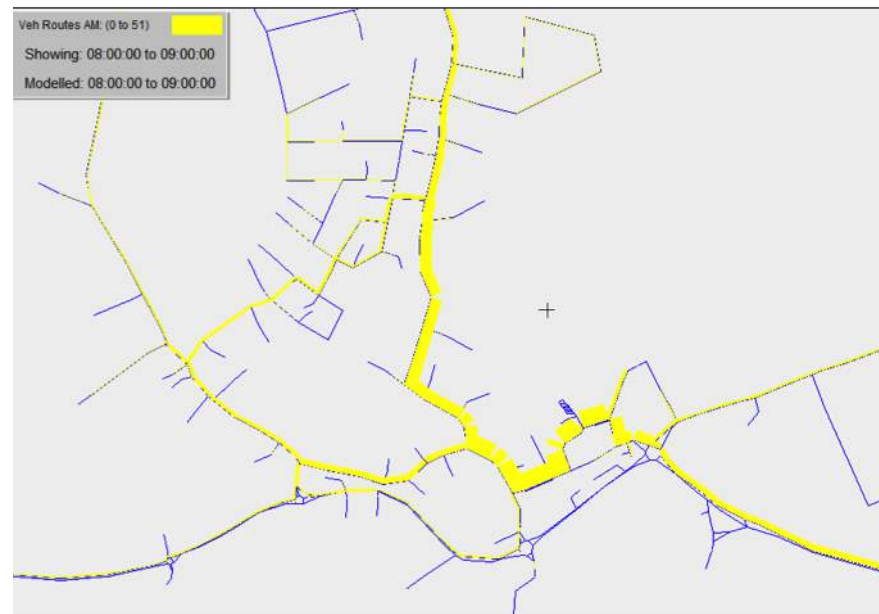


Figure 3.1: Paramics Model



Figure 3.2: Fore Street Pinch Point

3.3.11 The UTP identifies HWY3 as a long-term aspiration to close Hertford to vehicle traffic which aligns with the closure of Fore Street. The closure of Fore Street also aligns with PTM19 which describes the need for bus priority on Fore Street.

Assessment

3.3.12 The Paramics model examined the effects of closing the western end of Fore Street to all vehicles except buses in both directions (Option 1). Currently Fore Street is open to cars travelling eastwards from the Wash.

3.3.13 No updates were made to the base model network or demand matrix, as we were given to understand in the MOU and the supporting documentation supplied with the model that Hertford model was already validated within the DMRB GEH criteria.

3.3.14 The level of vehicle delay is provided in Table 3.1 (mean / max queue lengths) and Table 3.2 (Journey time delays on the key routes).

3.3.15 The model shows that the proposal results in delays on the network, particularly in the evening peak. The reason for this is that the model shows over 700 vehicles travelling Eastbound on Fore Street in the PM peak hour, with buses only accounting for a small number of these movements. With the closure of Fore Street, these vehicles must find alternative routes to their destinations, with most of the traffic continuing along The Wash to the roundabout with Gascoyne Way.

3.3.16 The queue lengths for the roundabout at the Junction of Gascoyne Way and the Wash increase significantly due to the additional traffic causing queues to extend back to the Old Cross traffic signals, as well as causing blocking along Gascoyne Way.

Mean Max Queue Length (m)		AM		PM	
Junction	Arm	Base	Option 1	Base	Option 1
A414 Central Roundabout	The Wash	115	250	30	312
A414 Central Roundabout	Gascoyne Way (East)	101	83	64	62
A414 Central Roundabout	Hale Road	78	117	128	129
A414 Central Roundabout	Gascoyne Way (West)	340	528	182	657
A414 Eastern Roundabout	Fore Street	60	25	42	27
A414 Eastern Roundabout	A119	73	73	74	74
A414 Eastern Roundabout	A414	263	262	162	163
A414 Eastern Roundabout	Gascoyne Way (West)	166	271	137	372
Fore Street/South Street	South Street	52	27	44	32
Fore Street/South Street	Fore Street (East)	33	60	33	94
Fore Street/South Street	Fore Street (West)	16	5	20	4
Fore Street/Bull Plain	Fore Street (East)	-	-	-	-
Fore Street/Bull Plain	Fore Street (West)	27	1	32	6
Railway Street/Bircherley Street	Railway Street	19	3	25	5
South Street Roundabout	South Street (North)	14	4	7	3
South Street Roundabout	South Street (South)	6	13	8	26
South Street Roundabout	Railway Street	23	7	25	24
Gascoyne Way Car Park Exit	Car park Exit	2	6	26	30

Table 3.1: Hertford Queue Length (M)

Journey Times (Seconds)	AM		PM	
	Base	Option 1	Base	Option 1
Bengeo to Gascoyne Way	438	898	271	1189
Gascoyne Way to Bengeo	362	326	342	361
Gascoyne Way WB	52	44	37	36
Gascoyne Way EB	189	295	125	496
Overall Journey Time for all Routes within the model (s)	11268	15735	6990	16987

Table 3.2: Journey Times (Seconds)

3.3.17 Whilst initially this proposal reduces journey times of buses due to the reduction of traffic on Fore Street and the surrounding roads, by the end of the peak hour, the additional queuing on The Wash and Gascoyne Way actually increases the bus journey times, as the buses become caught up in the additional queues.

Consideration for Strategy Implementation

3.3.18 From a purely highways perspective, the additional queuing on the network associated with the closure to Fore Street is considered to have a detrimental impact upon the highway network. It is also noted that those accessing the town centre / Folly Island from the west would be forced to travel further.

3.3.19 As stated above, public transport users would also experience an increase in journey times associated with the closure as buses become caught up in the resulting congestion. However, it is acknowledged that the closure would create a better environment for pedestrians on this stretch of the road. It would also remove conflicts between vehicles and cyclists who are using the National Cycle Network.

3.3.20 The cost of implementing this change is relatively low, with minor alterations to signage and Traffic Regulation Orders needed to achieve the desired result.

3.3.21 It is also noted that the traffic model does not take into account potential for people to change their travel behaviour. The restricted access of vehicle traffic and the increase in delays could result in a modal shift towards more sustainable modes such as walking/cycling/public transport. Further, improvements to the wider strategic road network could provide further capacity in the future and reduce the vehicle impact of the closure. This may provide more

resilience in the network, which would enable the closure of the western end of Fore Street to general traffic without causing a significant impact to highway capacity.

Alternative route into Folly Island

Background

3.3.22 As explained in Section 2 of this report, Bull Plain / Salisbury Square has been identified by the project team as a key area that could be improved by reducing traffic to improve the pedestrian / cycle amenity as well as allowing events such as a street market.

3.3.23 Bull Plain also provides the sole access to Folly Island. Closing Bull Plain to traffic would therefore not be possible unless an alternative route into Folly Island was found. The bridge is very tight and service vehicles regularly damage the bridge and Lombard House. There is also a conflict between pedestrians walking along the river and Salisbury Square.

3.3.24 An alternative northern access to Folly Island is a long-term objective that needs to be investigated further. However, to provide a link via Thornton Street significant works are required to adapt the bridge and overcome land ownership and technical constraints. There is a significant level difference between the bridge and the island, with the bridge appearing to be up to 0.9ms higher. This represents a challenge in tying the two sections of road together. Assuming vertical curvature of 400m radius, a 37m ramp would be required to achieve a fully adoptable road link. The loading capacity of the bridge would also impact on the Council's decision to adopt the bridge. At present the bridge is not public highway but would need to be if the route were opened up.

3.3.25 There are also known servicing issues that would need to be overcome. Nevertheless, a northern access to Folly Island remains a potential objective for the long-term and will need to be tested as the opportunity arises.

3.3.26 Temporary closure of the existing route into Folly Island has been considered below on specific event days only.

3.3.27 As stated previously, there is also the potential to remove 15 car parking spaces from the southern end of Bull Plain, and extend the paved square northwards combined with raising the carriageway adjacent. Three disabled bays could either remain included within the area set on the raised level to further increase the spatial quality of the square or be relocated onto Fore Street.

3.3.28 Following interrogation of the Paramics model the number of vehicles using Bull Plain was determined and is shown in Table 3.3.

3.3.29 It is noted that not all of these vehicles enter The Folly and that they will also be associated with servicing and parking on Bull Plain.

Total Vehicles	IN	OUT
AM (07:00-10:00)	137	130
PM (16:00-19:00)	170	164

Table 3.3 Flows on Bull Plain

*From the data taken from the model, it is not possible to differentiate between those driving to the Folly and those looking to park in Bull Plain.

Closure of Bull Plain Bridge during operation of a Market on Bull Plain

3.3.30 This option explores the potential to temporarily close Bull Plain for periods for events or markets in the southern section of Bull Plain.

3.3.31 During times when the market/event is open, vehicle access would be prevented; this restriction would apply to servicing vehicles and residents, but emergency access would need to be retained. In these events, at the discretion of the District Council as parking authority, dispensation could be given for free parking in the Hartham car parks for residents of Folly Island during these occasions.

Consideration for Strategy Implementation

3.3.32 At the consultation the majority of people agreed with implementing restrictions if a specialist market or other events are happening on Bull Plain.

3.3.33 The parking at the southern end of Bull Plain should be removed to reduce vehicle movements in the area and encourage more sustainable methods of transport. The removal of the parking is explored in more detail on the following pages.

3.3.34 From a highways perspective, this is a relatively low cost option with changes to the Traffic Regulation Order to inhibit vehicle access and the removal of the parking bays. However, access should be retained for emergency vehicles at all times.

Limit general traffic to west of Market Street

3.3.35 Both of the interventions, involving closing off the western end of Fore Street for general traffic and reducing traffic in Bull Plain, could be taken forward independently. However, in combination they would have the greatest impact on the town centre. By making the area west of Market Street a residential parking zone and restricting access to services and residents only, vehicular flows within the centre would be even more reduced.

3.3.36 To achieve this it is proposed to withdraw public parking spaces on Bell Lane and Church Street (both of which take access off Fore Street) and re-allocate these to residents as a controlled parking zone who will be afforded access only rights. This will result in the loss of approximately 14 unrestricted spaces on Church Street and a further 8 short term spaces on Bell Lane. These spaces are within a short walk of Gascoyne Way which could absorb some of the capacity.

3.3.37 With the removal of these parking spaces and limited vehicular access to the town centre, it will become a more attractive space for people to walk and cycle as traffic in the area is reduced. This will encourage a shift away from people driving, and an increase in more sustainable modes, which would reduce the need for car parking spaces.

3.3.38 Apart from this the benefits would be:

- A significant reduction in traffic within the town centre, around the Shire Hall, western end of Fore Street, Bull Plain, Market Square and Salisbury Square.
- Potential improvements to parking for town centre residents as a result of a resident only parking area - the viability and deliverability of this will need to be further investigated.

3.3.39 Whilst the negatives include:

- Reduction in short term parking dispersed through the western part of the town centre.
- Delays on the highway network for general traffic and selected buses as a result of closing the western end of Fore Street to general traffic.

3.4 Public transport and bus station

Introduction

3.4.1 This section explores the potential of replacing the bus stops currently provided at the Bus Station with alternative locations on Fore Street, which may also need to be supplemented by stops on Railway Street.

Background

3.4.2 The Bus Station is situated adjacent to Bircherley Green Shopping Centre and serves as a bus stop and terminus for buses.

3.4.3 The Bus Station is currently the only area within the town centre with the capability of being a bus stand, a bus stop and an interchange waiting area, whilst also being located directly beside the key retail centre of Hertford.

3.4.4 In total there are six stops and the Bus Station also benefits from a waiting area, part-time enclosed waiting facilities in the café, and toilets. During a site visit, the Bus Station was observed to be operating with no bus stand capacity issues. However, there are some issues with the design and layout of the Bus Station which are outlined below:

- The passenger information consisted of small timetables stuck to various parts of the shopping centre facade and pillars, with no real time passenger information;
- An electronic kiosk was available but is located quite far from the stop and is of a relatively dated design;

- Waiting capacity is limited, with hard steel benches, some exposed to the weather and some sheltered but poorly lit. There is some indoor waiting capacity (during the opening hours of the Bircherley Green Shopping Centre) in a cafe that faces the Bus Station;
- Passengers have to cross the carriageway to get to a bus stop; and
- Passengers have to step up onto buses due to inadequate level access.

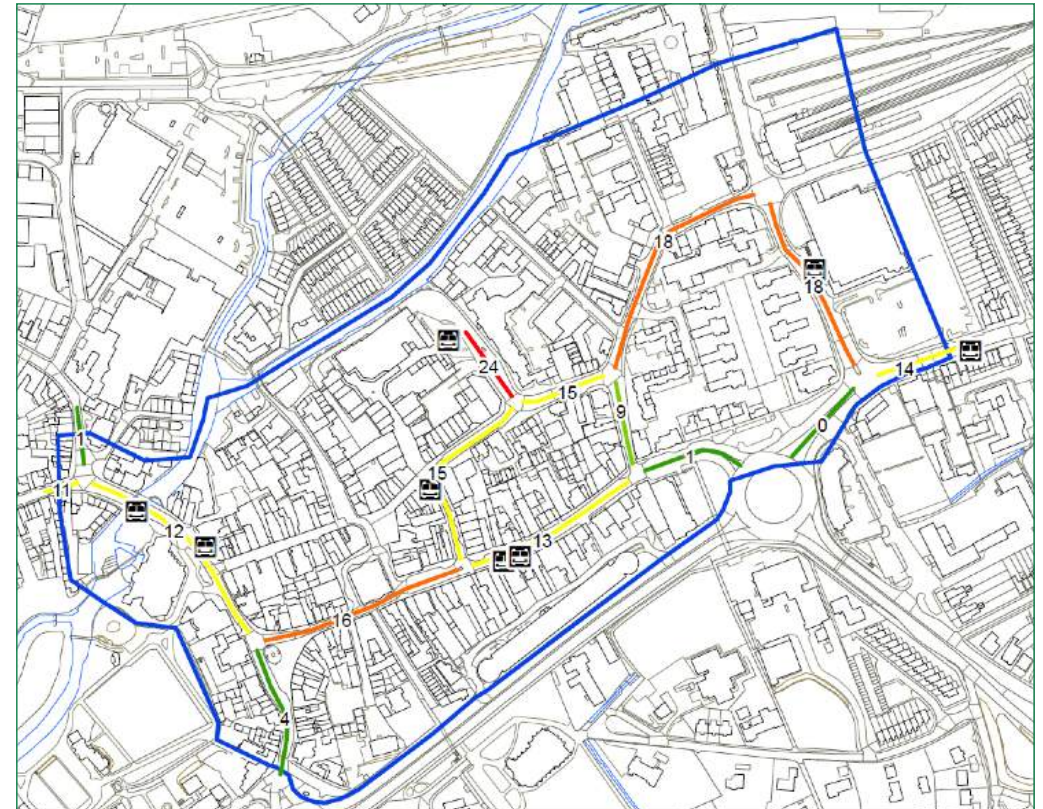


Figure 3.3: Bus Routes

*Note there are variations in the routes depending on the time of day and week; the diagram displays the peak number of routes.

3.4.5 The lease of the Bus Station is not within the Councils' control and as a result, there is a possibility that a new location may be required to accommodate buses.

3.4.6 This Strategy explores the potential to relocate the bus stops to Fore Street and Railway Street and determines what the impact would be on the town centre. Other alternatives were considered, but due to the narrow streets or the distance from the town centre (e.g. the Wash), these locations were deemed unattractive. The number of routes that run through the town centre are shown in Figure 3.3.

3.4.7 The UTP (PTM1) identifies the need for improvements at the Bus Station and scheme PTM19 identifies improved bus priority on Fore Street.

Bus station usage

3.4.8 The Bus Station is currently well utilised with approximately 29 services using the station in the AM peak (08:00-09:00). A number of these services are required to dwell in the station whilst they await their departure time and there is a 10 minute period between 08:45 and 08:55 when 5 to 6 of the stops are in continuous use. The preceding hour (07:00-08:00), has a similar number of services, with approximately 21 services using the Bus Station across the hour. Further interrogation of the timetable suggests that approximately 4/5 stops are required in typical off-peak hour.

Future Growth

3.4.9 The Preferred Options Consultation Draft East Herts District Plan identified four main areas of development as preferred options for future housing as shown in Figure 3.4.

3.4.10 The corridor to the west of the town centre development has a proposed 550 dwellings in the preferred options consultation East Herts Draft District Plan. Whilst this is unlikely to generate a stand alone new bus route, District Plan growth generally is likely to increase demand and may require additional services.

3.4.11 The increase in demand would require a 7.5-8 minute frequency which implies 2 additional departures from the Bus Station every hour. As the 310 runs every 10 minutes with a 9 minute turnaround this could also trigger the need for an additional stand.

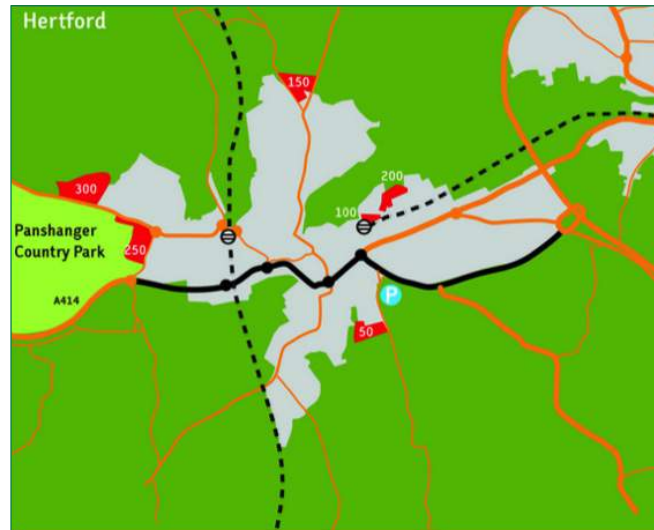


Figure 3.4: Housing Allocations
* Proposed in East Herts Draft District Plan, Preferred Options Consultation, 2014



3.4.12 It is also noted that there are a number of other planned developments in the town (such as the Bircherley Green Shopping Centre redevelopment) which could in turn lead to additional demand for bus services and additional Stands.

Potential relocation of bus services to Fore Street / Railway Street

3.4.13 As stated above, the timetables suggest that there are points in the day where all 6 stops are necessary; and in a typical off-peak hour up to 5 stops are required. Operational vehicle movements for staff vehicles will also need to be accounted for proposals involving relocating the Bus Station.

3.4.14 The Paramics model provides space for up to four buses on Fore Street and this has been reviewed in the context of highway operation. Although, it is noted that in practice a further two bus stops would be required to replicate the existing arrangement.

3.4.15 The exercise has determined that the provision of bus stops on Fore Street and/or Railway Street would result in the loss of taxi rank space. For example, providing for four bus stops on Fore Street would require a bus cage of approximately 88m in length, which would have a significant implication for the taxi rank. This is based on allowing for a 12m stopping area for each bus, a 13m entry length at the start of the cage and 9m exit length between buses.

3.4.16 The indicative layout of the bus stop requires that buses pull up to the front of the bus cage or behind the rear most bus. It has been designed such that a bus can pull away from any position within the cage in accordance with the Transport for London's Accessible Bus Stop Design Guidance document.

3.4.17 Any design would also require the footway to be widened to a width of up to 3m, in order to allow space for bus shelters and increased pedestrian usage in line with the Department for Transport's (DfT) 'Inclusive Mobility' (2005) document. This would result in the need to remove parking and loading spaces from the northern side of the road.

3.4.18 The indicative plan shows footway widths at intervals and it can be seen that, in places, the footway narrows to less than 2m. At the front of the cage, the width of the footway is 1.85m which will not provide sufficient capacity for waiting passengers and could seriously impede pedestrian movements causing potential conflict with frontages in this location. There would be no scope to provide welfare facilities which are located at the current Bus Station. Given the limited space on Fore Street, there will be no potential to re-provide the waiting facilities and toilets at the Bircherley Green Shopping Centre.

3.4.19 It should also be noted that Fore Street is a busy street for both vehicles and pedestrians with a number of units serviced from the on-street loading bays / short term parking bays.

3.4.20 Re-locating the buses onto Fore Street and/or Railway Street would also have a detrimental effect on the air quality and pedestrian amenity on Fore Street and these effects would potentially be harmful to the trading of the many restaurants and cafés in this location. Buses stationed on Fore Street with their engines running will further reduce the amenity of the Street, and the attractiveness of the adjacent land uses (eg. restaurants).

3.4.21 The relocation of some of the bus stops onto Fore Street would increase bus movements in Fore Street. There are currently approximately 13 bus movements on Fore Street between 07:00-08:00 and a further 16 between 08:00-09:00. With the relocation of the bus stops onto Fore Street, there would be a further 10 services between 07:00-08:00 (23 in total) and a further 15 services between 08:00-09:00 (31 in total).

3.4.22 The buses would also need to layover on Fore Street as this would become the end of the route for a number of the buses, increasing the dwell time and extending the presence of the buses beyond just picking up and dropping off passengers. This would change the character of the Street and make it more bus dominated, reducing the pedestrian amenity of the Street.

Paramics model assessment

3.4.23 An option was tested whereby all buses using the Bus Station at Bircherley Green were transferred to the bus stops in Fore Street, with no services calling at the Bus Station. It was assumed the buses would have the same dwell time on Fore Street as was coded into the model for the Bus Station.

3.4.24 The model shows that the existing bus stops in Fore Street are sufficient to accommodate the additional buses as well as the longer dwell times without causing excessive congestion along Fore Street, although there is a slight increase in queuing at the South Street/Fore Street Traffic Signals.

3.4.25 However, a closer examination of the model suggests that the capacity of the existing bus stops may have been over estimated in the model, as the model assumes that there is space to accommodate 4 buses (requiring 40m cage) in the existing stops along Fore Street, which is not the case in reality. Therefore caution should be applied when interpreting the results of the model.

3.4.26 It is noted that the 6 bays at the current Bus Station are fully utilised in the AM peak and in reality it would not be possible to accommodate these services over 4 stops in Fore Street. Further standing space would be required along either Fore Street or Railway Street which would further impact upon the amenity and air quality of the town centre.

3.4.27 The re-routing of bus services to accommodate the use of Fore Street increases both bus journey times and distance travelled and leads to an overall increase of bus journey times within the model. This could prove unattractive to commercial operators and could potentially impact negatively on the current level of commercial service provision.

Partial Relocation of bus Station

3.4.28 Consideration has also been given to the partial re-location of the Bus Station with some stops remaining at Bircherley Green Shopping Centre and an intensified use of Fore Street. This would result in additional space at the Bircherley Green Shopping Centre which could benefit the development. However, the overall number of stops is not the major space constraint within the Bircherley Green Shopping Centre; rather it is the turning head needed to allow the buses to access and egress in forward gear which takes up the majority of space. This turning head would still be required if there were only a couple of bus stops and therefore the hybrid situation would not re-claim a significant amount of space.

3.4.29 The bus station serves as an interchange, with people more willing to get the bus if they can connect to an onward journey without the need to walk. By splitting the number of services between Bircherley Green and Fore Street, the interchange facility within the town is reduced as people need to walk between the two sites.

3.4.30 Having the Bus Station consolidated at a single location also requires a single set of waiting facilities to be provided. Splitting the two sites would require further waiting facilities to be introduced on Fore Street where space is already highly constrained.

3.4.31 Bircherley Green Shopping Centre benefits from the high footfall and public transport accessibility. Reducing the bus service will make this a less sustainable location and could encourage an increase in vehicle trips.

3.4.32 As demonstrated previously, inclusion of additional stops on Fore Street requires an extensive amount of re-configuration and requires highway to be turned over to bus cages. The footway would also need to be extended to create space for passengers to wait. None of this can be achieved without the re-allocation of space from other road users.

3.4.33 Intensifying the use of Fore Street for buses also reduces the effectiveness of other measures put forward as part of the Strategy.

Summary

3.4.34 The assessment demonstrates that by re-providing a further two bus stops on Fore Street (to create a total of four bus stops), the operation of the Street would be altered significantly, making the Street very bus dominated and reducing the air quality, while potentially not being able to wholly re-provide the services on the existing timetable in peak periods.

3.4.35 It would also negate the opportunities to provide improved walking and cycling facilities on Fore Street.

3.4.36 The narrow footways on the southern side of the street would not be able to facilitate a pedestrian waiting area without footways being widened and loading and servicing for local shops would be compromised.

3.4.37 The taxi rank would need to be reduced to 24m in length and the parking on the northern side of the footway would need to be removed to improve the pedestrian facilities on Fore Street.

Further Issues

3.4.38 Further issues with regard to the relocation of the Bus Station include:

- **Layover time for buses (early arrivals / late departures):** If buses arrive early or depart late, then there is the potential for blocking back onto the junction of Gascoyne Way / Fore Street which could affect the operation of the A road.
- **Set down / pick up separation:** Passengers travelling on cross town services would need to be able to transfer between buses travelling east and west which could result in the need for further bus stops.
- **Additional vehicle mileage:** associated with the increased journey times to routes would equate to cost increase and possible Peak Vehicle Requirement (PVR) increases.
- **The footfall of the Bircherley Green shopping centre:** may drop as replacement stops will be a fair way away from the new development and could reduce viability. Bircherley Green Shopping Centre also benefits from good public transport accessibility with the Bus Station attached. Should the Bus Station be removed, then an increased level of car parking may be required to support the re-development.
- **Bus drivers will require meal breaks and toilet facilities:** which in turn require layover areas. Having buses parked up for extended periods on Fore Street will significantly reduce the pedestrian environment. This will be exacerbated if buses remain with their engines running.

- **Lack of Space:** for covered waiting facilities, timetables and route information boards. A significant alteration to the Street would be required to supply these facilities.

- **No Indoor waiting facilities** will be provided for bus users.

- **No toilet facilities** for either drivers or passengers.

3.4.39 These issues will need to be discussed through consultation with the bus companies and could result in the loss of services to the town centre if the issues are not resolved with the bus providers.

3.4.40 Taking all of this into account, this Strategy strongly supports the retention of a single, unified bus station facility at Bircherley Green, providing no less than the current level of provision, including both the number of bus stops and other on-site facilities.

Hertford East

3.4.41 There are a number of issues with the existing Hertford East rail station, notably:

- Lack of toilet facilities;
- Poor ambiance;
- Problems with pigeons, which leads to hygiene issues; and
- Security issues.

3.4.42 It is also noted that there is the potential for Crossrail 2 to terminate at the station, which would increase the ridership, although, differing from previous iterations, the latest public consultation (concluding on 8th January 2016) shows Broxbourne as the northern most end of the scheme, with an arrow indicating a possible route extension with no specific station identified at this stage.

3.4.43 To the south of the station, the Bluecoats estate forms a clear desire line from the Tesco bus stop to the town centre which people were observed to be following and if this was designed as an official pedestrian and cycle through route it would offer a safe and more direct alternative to Railway Street. However, it is noted that there is 'No Public Right of Way' through the Bluecoats estate and therefore negotiations would need to be sought with the landowners.

3.4.44 Hertford East station has a large roundabout junction with no controlled pedestrian crossings. The UTP recognises this issue and suggests there is scope for re-profiling this junction to create clear and safe signalised pedestrian crossings to and from the station, other crossing types could be explored for the best balance for users such as pedestrian priority (Zebra) crossings.

3.4.45 In addition to this the current footway and kiss and ride facilities at the station could be rearranged to complement an improved junction by reducing the impedance of parked up taxis and improve visibility and direct access from the station, by possibly reducing the capacity or ability for taxis to stop around the station entrances. Taxis can be encouraged to use the Railway Street rank instead.

3.4.46 There is a considerable amount of low quality scrub-land surrounding the station which may be partially cleared to add amenity space to the station such as increased car and cycle parking or bus infrastructure; this is also suggested as a medium term scheme in the UTP as part of Mead Lane developments.

3.4.47 Information dissemination at the station can be improved by including a walking-oriented map and the provision of bus information.

3.4.48 The land to the north of the station is being re-developed and part of the scheme will facilitate the provision of a new bus stop/interchange area.

Hertford North

3.4.49 Hertford North's main access route into the town centre can be improved for pedestrians and cyclists, to create a better link to the town centre.

Parking

Introduction

3.4.50 This section analyses the parking usage for the key car parks within the study area. It summarises the operation of the existing car parks and examines where there are opportunities to re-allocate on-street space to other road users.

Off-street parking analysis

3.4.51 It is based on a full record of transactions made in East Herts Council run Car Parks for the period April 2014 - March 2015.

3.4.52 Figure 3.5 shows the names, capacity and locations of the Car Parks that the transaction data was taken from.

Analysis

3.4.53 The objective for the analysis was to understand the usage of the car parks in Hertford throughout the day. The usage was then compared to the overall number of spaces to determine the spare capacity. Four days from this dataset were chosen for analysis:

- **23rd December 2014:** This was the busiest weekday in terms of total daily entries with 2847 people recorded buying a ticket at a car park.
- **3rd November 2014:** This was a representative average weekday (1,798) with a similar number of ticket sales to the annual daily average of 1794 entries.
- **14th March 2015:** This was the busiest Saturday in terms of total daily entries with 2,966 people recorded buying a ticket at the car park.
- **28th June 2014:** This was a representative average weekday (2,292) with a similar number of ticket sales to the annual daily average of 2,275 entries.

3.4.54 Sundays were not selected as they have significantly lower activity on average than the other 6 days of the week.

Analysis Methodology

3.4.55 In order to understand the parking activity on the 4 chosen days, an accumulation calculation was undertaken to create a day long profile of arrivals and departures based on ticket sales.

3.4.56 However, there were no reported departure times in the parking transaction data. In order to estimate the departure time of vehicles, the recorded ticketed duration for each vehicle was added on to their respective arrival times. This represents the maximum time a vehicle could have stayed and therefore will often overestimate the time spent parked.

3.4.57 Vehicles staying under half an hour and reported as having a parking duration of zero, so a half hour of parking duration was assumed. For reference, the reported tariff times for the car parks are as shown in Table 3.4.

3.4.58 The following graphs display the parking capacity of each car park following the arrivals and estimated departures throughout each of the selected days.

3.4.59 It should be noted that the accumulation was capped to the capacity of the respective car park. It should also be noted that many of the car parks do not require the purchase of a parking ticket outside the designated parking tariff hours and therefore capacity during the night-time and early morning may not show a true reflection in the analysis.

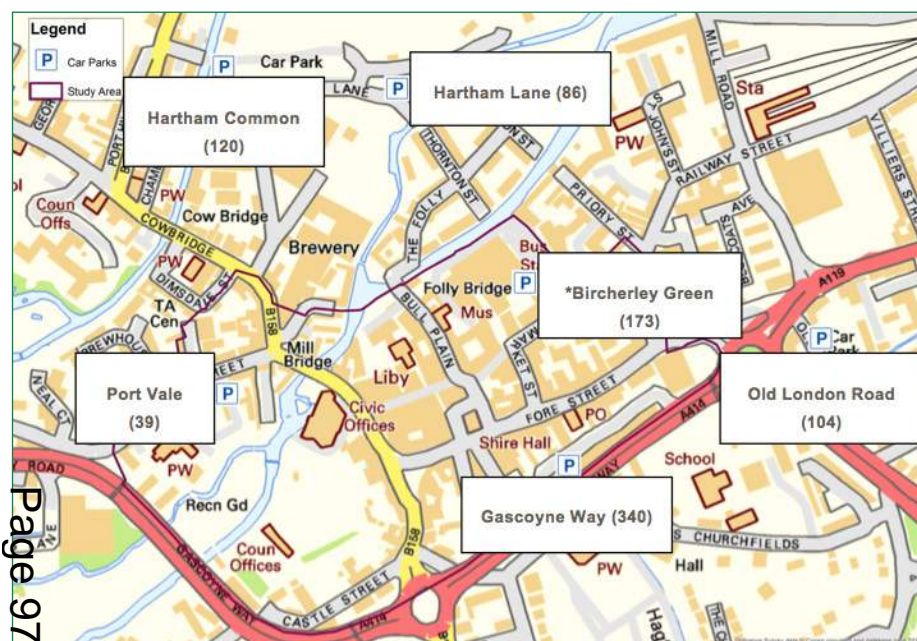


Figure 3.5: Parking location map
*Note: Bircherley Green Shopping Centre car park was run by East Herts Council until 2015, and is therefore included in the figure, but is now under the control of Bircherley Green operators.

Address	Spaces	Tariff and opening hours
Gascoyne Way	340	Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 90 Mins £0.80 3 Hours £2.00 4 Hours £2.90 5 Hours £3.60 Day £4.40 Motorcycle Free Disabled Free Mon-Sat 16:00-18:30 30 Mins Free Max £1.00 Motorcycle Free Disabled Free
Bircherley Green	173	Mon-Sat 7:00-18:30 Sun 7:00-17:00
Hartham Common	120	Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 90 Mins £0.80 3 Hours £2.00 5 Hours £3.60 Day £4.40, Disabled Free Mon-Sat 16:00-18:30, 30 Mins Free, Max £1.00, Disabled Free
Old London Road	104	Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 5 Hours £ 3.60 Day £ 4.40 Motorcycle Free Disabled Free Mon-Sat 16:00-18:30 30 Mins Free Max £ 1.00 Motorcycle Free Disabled Free Mon-Sun 24 hours Large Vehicle £15.00
St. Andrew Street	103	Maximum stay 5 hours Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 90 Mins £0.80 3 Hours £2.00 5 Hours £3.60 Disabled Free Mon-Sat 16:00-18:30 30 Mins Free Max £1.00 Disabled
Hartham Lane	86	Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 90 Mins £0.80 3 Hours £2.00 5 Hours £3.60 Day £4.40 Disabled Free Mon-Sat 16:00-18:30 30 Mins Free Max £1.00 Disabled Free
Port Vale	39	Mon-Sat 7:30-16:00 Free outside these hours 30 Mins Free 90 Mins £0.80 3 Hours £2.00 4 Hours £2.90 5 Hours £3.60 Day £4.40 Disabled Free Mon-Sat 16:00-18:30 30 Mins Free Max £1.00 Disabled Free

Table 3.4 Parking Charges

3.4 MOVEMENT STRATEGY -PUBLIC TRANSPORT AND BUS STATION

3.4.60 Figure 3.6 shows the spare capacity for the busiest day of the year. The maximum accumulation of vehicles for all of the car parks combined was 757 cars at 13:23.

Analysis

3.4.61 The data indicates that through all 4 scenarios, there is a degree of spare capacity throughout the day within the seven car parks assessed. The minimum spare capacity of the day for each car park is summarised below in Table 5.2.

3.4.62 The analysis indicates that there is generally more spare capacity during the weekday, than the weekend suggesting that the parking spaces are more likely to be used by shoppers than commuters working in the town centre. There is a preference for people to park in the more central locations of St Andrew Street and Bircherley Green shopping centre, which are at capacity on an average weekend.

3.4.63 It is noted that Gascoyne Way has spare capacity throughout the day. People could be directed to use this car park to evenly spread the usage across the town centre.

Car park	Average		Maximum	
	Weekday	Saturday	Weekday	Saturday
Bircherley Green	86	0	0	0
Gascoyne Way	189	61	72	24
Hartham Common	78	77	31	16
Hartham Lane	67	63	66	40
London Road	56	72	67	63
Port Vale	9	20	21	14
St Andrew Street	0	0	0	0
TOTAL	485	293	257	157

Table 3.5: Minimum Spare Capacity (available spaces)

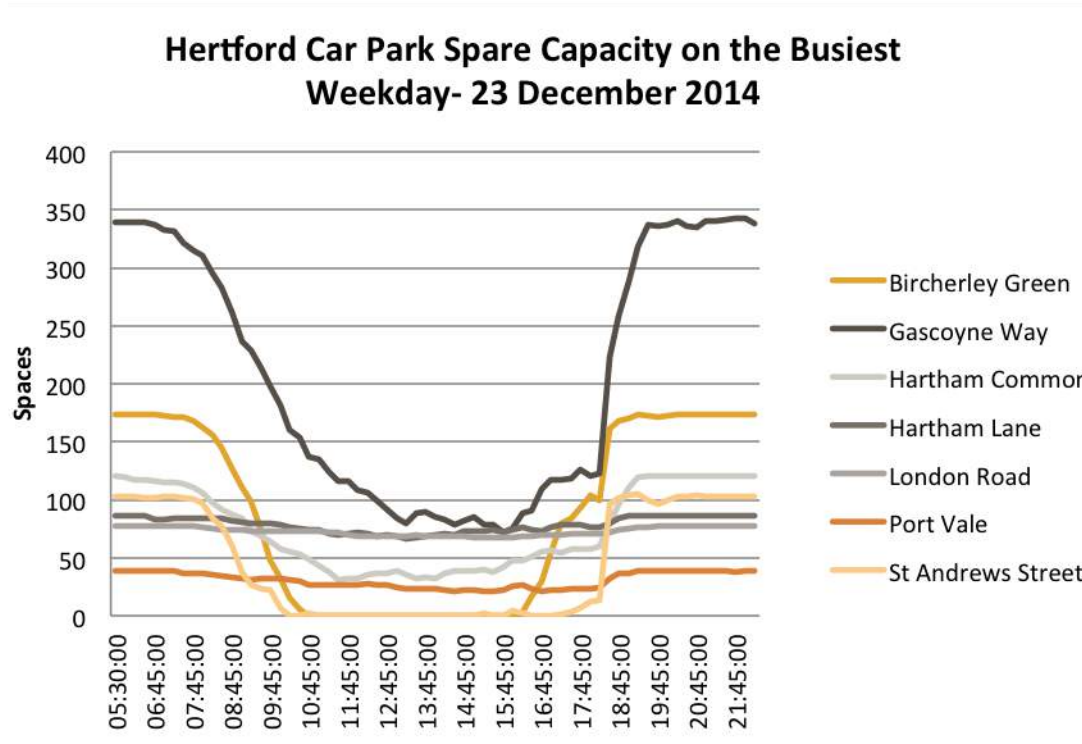


Figure 3.6: Hertford Car Park Spare Capacity on the busiest weekday

3.4.64 The Council recently set up short stay free parking (half an hour) in Gascoyne Way and all its other car parks in the town centre. This has been positively received.

3.4.65 The Bircherley Green car park has a number of car parking spaces associated with the Waitrose that will relocate if the store does not feature in the redevelopment of the shopping centre. Therefore, despite the high utilisation, it is not considered that the same number of parking spaces will necessarily need to be re-provided in the future.

3.4.66 The number of spaces provided in the future scheme should be in line with policy; however, this would be subject to further discussions with both Hertfordshire County Council, as transport authority, and with East Herts Council, as planning authority.

3.4.67 Through the public consultations a preference for a 'pay on exit' approach in the town's car parks was expressed. This preference should continue to be borne in mind; however, central Government currently prohibits local authorities implementing 'pay on exit' systems based solely on ANPR. The alternative to an ANPR based approach – a

system including barriers – was investigated in 2015 but was ruled out on cost, traffic management and safety grounds. Restrictions on the use of ANPR do not apply to private sector car park operators who operate their car parks on a different legal basis and who therefore enjoy freedoms not available to the Council.

On-street parking opportunities

General

3.4.68 Through discussions with EHC, it was noted that the recent emphasis at EHC has been to increase the availability of on-street ‘stop and shop’ limited waiting bays and last year the Council increased the supply by removing some redundant single yellow lines (SYL) and double yellow lines (DYL).

3.4.69 The East Herts parking policy does however suggest that, in implementing parking solutions, these should reflect local needs and therefore removal of some on-street parking spaces is a possibility if the need can be justified. Any loss of free short stay parking will need to be balanced against accessibility of shops and services.

Fore Street

3.4.70 It is acknowledged that the parking on Fore Street is currently seen as necessary for the function of the street; however, its removal could allow the expansion of footways and create a more pleasant and safer environment for pedestrians.

3.4.71 There is a limited need to park on Fore Street, unless someone is disabled or for loading purposes, if people are willing to walk to the retail units from the allocated car parks. Policies to reduce convenience parking may reduce the impact on space that parked vehicles create as well as discourage car use in the town centre creating a safer and more pleasant pedestrian environment.

3.4.72 The analysis above shows that there are a number of free parking spaces within Gascoyne Way which could absorb this loss of parking should people be willing to walk an additional five minutes to use the facilities on Fore Street. There is a small surface car park area just off the Fore Street / A119 / A414 junction in front of Bluecoats which could be removed to reduce the conflicts between vehicle movements at the junction. Again the car park on Gascoyne Way has the potential to absorb these trips.

3.4.73 The removal of this short stay free car parking could also result in a modal shift with people preferring to use sustainable modes of transport rather than having to drive to the town centre. The removal of these parking spaces could also facilitate a shared footway approach on the north side of Fore Street and allow for the widening of the southern footway to better accommodate bus passengers waiting at the stops.

Bull Plain

3.4.74 Bull Plain has 15 car parking spaces on the southern section, all of which, except for the disabled parking spaces, could be removed to allow an enhanced pedestrian environment and provide space for a potential market. While there was some objection to the loss of car parking, the analysis suggests that there is spare capacity at other town centre car parks (notably Hartham Lane or the Sainsbury’s car parks to the north). The analysis of the off-street parking shows that there are viable alternatives from a transport perspective; however it is acknowledged that the removal of parking can be a contentious issue and may be unpopular amongst retailers and the disabled users.

Church Street and Bell Lane

3.4.75 To facilitate the removal of traffic on the western section of Fore Street, parking spaces on Bell Lane and Church Street (both of which take access off Fore Street) should be withdrawn and re allocated to residents who will be afforded access only rights.

3.4.76 This will result in the loss of approximately 14 unrestricted spaces on Church Street and a further 8 short term spaces on Bell Lane. These spaces are within a short walk of Gascoyne Way Car Park, which could absorb some of the capacity.

3.4.77 It is also anticipated that with the removal of these parking spaces, the town centre will become a more attractive space for people to walk and cycle as traffic in the area is reduced. This could result in a shift away from people driving, and the increase in more sustainable modes which would reduce the need for car parking spaces.

Car park	Distance to Bircherley Green
Gascoyne Way	200m
Hartham Common	500m
Hartham Lane	400m
London Road	520m
Port Vale	680m
Andrews Street	400m

Table 3.6: Distance to Bircherley Green Shopping Centre

Taxi bays

Issues

3.4.78 There is an issue with taxis parking over the pedestrianised entrance to Bircherley Green / Railway Street which causes a conflict with pedestrians. This is an enforcement issue and could be resolved by stricter control of the stopping area. The configuration of the Hertford East taxi rank and parking layout results in vehicles impeding the station entrance.

3.4.79 There is a relatively long taxi rank situated on Fore Street, which is lightly trafficked in the day, although it is noted that it facilitates the night-time economy on Fore Street. Taxi ranks are important to the town centre vitality and the loss of taxi facilities needs to be carefully considered.

Public realm design

3.4.80 The pavements are generally narrow and there is scope for increasing width in places, especially where there are wide median strip crossings and markings along roads (such as along The Wash or on the parts of Railway Street that did not feature as part of the earlier enhancement works).

3.4.81 The use of guardrails and bollards to prevent kerb parking or encroachment can undermine the visual impression of the town centre; and where possible these should be removed and replaced with street furniture such as benches, cycle parking or planting boxes. Similarly, there are lighting columns and other signage which may work better if they are attached directly to buildings (subject to heritage and conservation issues), or at least combined onto one post to reduce footway clutter.

3.4.82 Key entrances into the town centre can be designed to create a traffic calming effect by design; making it clear to drivers they are entering a more pedestrian oriented zone. It is noted that a number of roads within the town centre are subject to 20mph restrictions, but this will also need to be reflected in future design.

Key Pedestrian Desire Lines

3.4.83 Although two have recently been upgraded, some of the subways are in disrepair and the eastern subway (connecting to Fore Street adjacent to the Marks & Spencer) has lighting issues which reduces the perception of safety. As a key entry point into the town centre from the south, these should both be enhanced for use by pedestrians accessing the town centre.

3.4.84 The riverside by Bircherley Green has limited pedestrian access and poor footway quality, which could be improved with the redevelopment of Bircherley Green shopping centre.

3.4.85 The eastern end of Fore Street has an excessive entrance treatment that restricts pedestrian movement; this should be redesigned to make pedestrian movement easier while creating a well-designed indication to drivers that they are entering the town centre area.

3.4.86 The Strategy also looks to strengthen the gateway into Fore Street at South Street junction and improve pedestrian crossing by extending footways, reducing carriageway width and providing a raised paved road table. The pavement build-out should have tree planting and location for cycle parking set away from pedestrian desire lines.

3.4.87 It is noted that HCC, as well as this strategy, has an aspiration to create a strong pedestrian link between Maidenhead Street and the Castle area. This could be achieved by enhancing the crossing point from Maidenhead Street. To ensure safety of pedestrians Maidenhead Street could be defined as One-Way west bound to allow for a No Entry from The Wash.

Surface Crossing on Gascoyne Way

3.4.88 The potential for including an ‘at grade crossing’ on Gascoyne Way has been explored in terms of determining locations which would cater for any key desire lines and the feasibility of implementing the crossing.

3.4.89 The section of Gascoyne Way between the junctions with Castle Street and Fore Street is dual carriageway and has limited footways. This is predominantly because there are no active frontages which would require pedestrian access to be maintained. There are no junctions with minor roads except for access to the multi-storey car park; however, it is noted that the desire line between Queen’s Road and Church Street (which leads into the town centre) has been severed by Gascoyne Way.

3.4.90 In terms of location, this is considered to be the main desire line which would afford access into Hertford town centre from the south. There is an existing subway located at the south end of Church Street on the aforementioned desire line. Conversion of the subway to an ‘at grade pedestrian crossing’ could be considered but significant engineering works (i.e. infilling of the subway) or compulsory purchase of neighbouring properties would be required.

3.4.91 The safety implications and the potential for blocking back onto the preceding junction would also need to be considered carefully. The provision of an ‘at grade crossing’ in this location could be dangerous due to its proximity to the roundabout. Vehicles held up at the crossing could block back onto the preceding junction which could in turn cause the junction to lock up. Slow moving traffic, filling back onto the roundabout could create an additional potential for rear shunt collisions due to the speed and nature of the road.

3.4.92 Given the above and that there is an existing subway, it is recommended that the existing crossing facility is refurbished and enhanced to provide a more attractive crossing. There should also be an aspiration to refurbish the other two underpasses at Castle Street and Fore Street to make them more attractive for pedestrians and cyclists. This is in line with UTP scheme PED34 which suggests the refurbishment of ‘underpasses at Hale Rd to include better sight lines where possible’.

3.4.93 A further crossing point linking Post Office Walk (through Gascoyne Way car park) has also been considered. However, this would require land take from the church or Right of Way agreement through the church grounds. It would also require pedestrians to cut through the car park, which could have safety implications.

Wayfinding principles

Issues

3.4.94 The current wayfinding infrastructure consists of traditional wayfinding posts located at appropriate points across the town centre. However, these are not considered to be best practice and a strategy more in line with ‘Legible London’ would work better in the town centre.

3.4.95 Signage and wayfinding help to create a welcoming, friendly town centre for people to visit and will encourage greater exploration of all the cultural retail and leisure activities that Hertford has to offer. Key gateways, squares and pedestrian crossings provide the most suitable places for locating Wayfinding signage throughout the town centre.

3.4.96 As well as formal signage elements, people use a number of physical elements to help them navigate within urban areas such as landmark elements, natural features, key views, urban quarters and prominent routes forming a ‘mental’ map of the area in their mind. The more legible these are the easier it is to navigate. Within the Strategy the proposals are for a mixture of specifically designed wayfinding signage elements combined with improved legibility of elements that form the town centre such as strengthening the identity of the distinct quarters within the town centre and making the river Lea a focal point.

3.4.97 The Wayfinding signs should provide a town map in a 3D form identifying the key townscape elements and activities within the town. The signage should also identify where it is sited - which street or distinct quarter and space for specific event advertising.

3.4.98 The wayfinding map below identifies the location for Wayfinding Signage maps and street signage to identify distinct quarters.

3.4.99 **Physically Accessible Signage:** the guidance recommends that signs are generally between 900-1,800mm above the ground. Locations for wayfinding features are included on the maps for each area. The following principles apply:

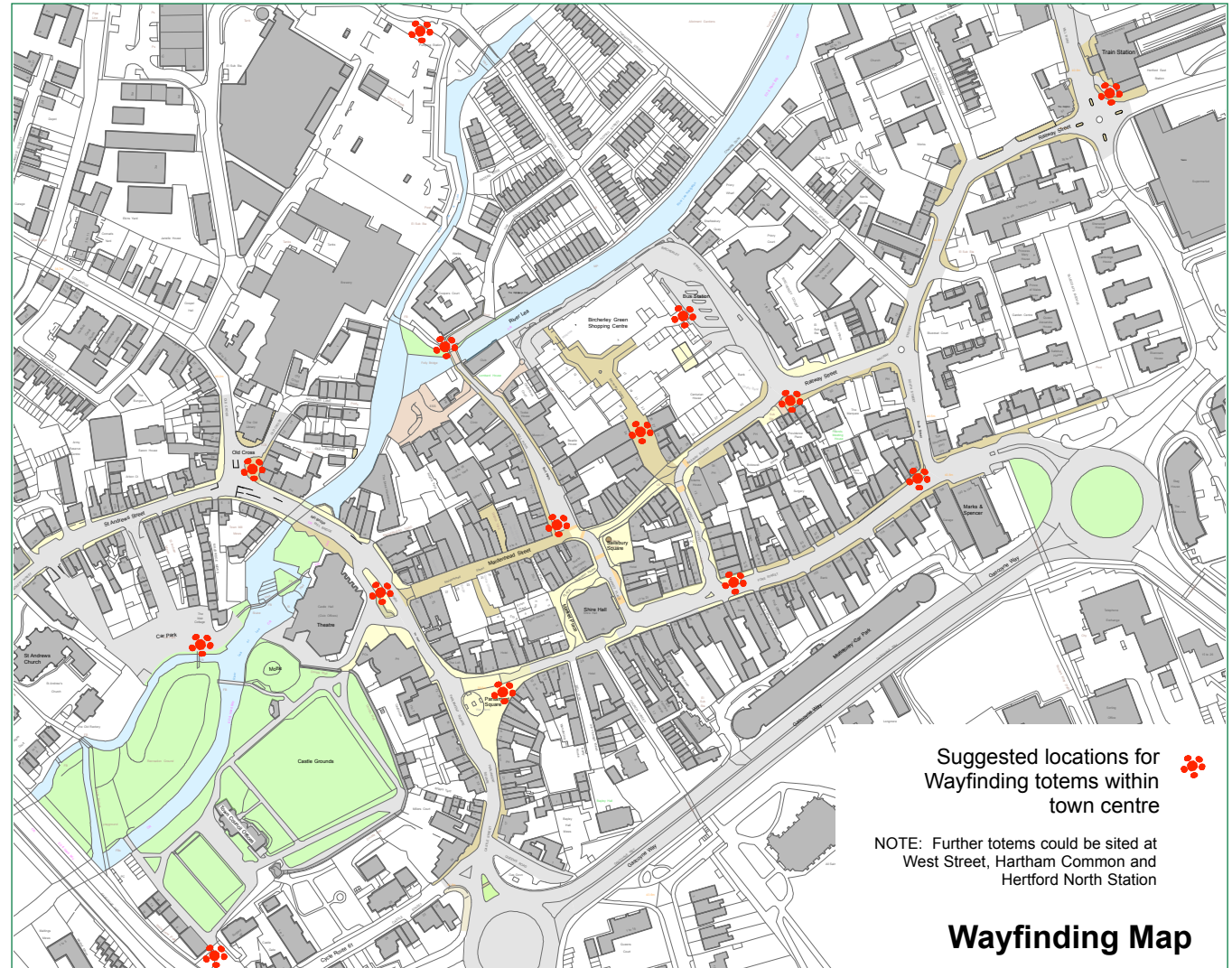


Figure 3.7: Wayfinding map

- **Typography** – A clear and recognisable typeface should be applied consistently across the signage. Capitalisation of important places could also be adopted.
- **Accessible Routes** – These should be clearly shown on the signage, narrow pavements or steps should be clearly marked to warn wheelchair users of inappropriate routes.
- **Graphics** – 3D buildings can be illustrated to provide a representation of key landmark, which can assist people who find map reading difficult.
- **Scale** – Measurements in time are more useful than distances as people can relate to time better.
- **Off-map Destinations** – Nearby prominent locations can be signed showing their travel time in relation to the edge of the map.
- **Integrated Transport** – Any key transport infrastructure.

Source: based on 'Legible London Yellow Book', Transport for London and Applied Information Group, 2007

Other Measures

3.4.100 Overall, the following measures have been identified to improve the wayfinding:

- Control the use of 'A' boards by shop keepers and consider some form of unified designed shopping map as part of the Wayfinding strategy;
- Improve wayfinding with a map totem located in key locations as shown on map; and
- Provide distinct quarters for the town centre.



Figure 3.8: Wayfinding Map and information



Figure 3.9: Wayfinding elements used in combination - wayfinding map, banners and unified paving to identify key routes

3.4.103 These markings would also act as a route confirmatory measure and to advise cyclists as to the safest road position to take, which in many cases would be the central primary position due to the narrow nature of the town centre roads. Cyclists who assume this position are generally more accepted by other road users when supported by road markings.

3.4.104 The existing route NCN 61 runs along the section of Fore Street between Market Place and Parliament Square, which is a narrow section of road with multiple priority working arrangements. This route potentially puts cyclists into conflict with oncoming vehicles such as cars and buses. On Fore Street, eastbound vehicles may be expecting buses travelling in a westbound direction, although may be less aware of cyclists. The changes to the western end of Fore Street discussed in section 2 would improve the situation for cyclists in this location.

3.4.105 North Road has two-way advisory cycle lanes linking to Hertford North Station, both of which are poorly maintained and of sub-standard width due to carriageway width constraints. Improved provision on this key route between the station and the town centre should be explored. Continuation of the route into the town centre and beyond the junction with Cross Lane should also be considered through the use of advisory cycle lanes and Advanced Stop Lines (ASLs) at junctions.

3.4.106 Cyclists have the potential to conflict with pedestrians in the town centre. However, there is little alternative as Gascoyne Way is unsuitable for cycling. Therefore, those wishing to pass through the town centre should not be discouraged from doing so. The overall urban design strategy is intended to reduce traffic speeds and congestion, which will help provide a safer east-west route for cyclists before they join up with the NCN61.

Cycling

Introduction

3.4.101 This section explores the potential to alter the highway arrangement within the study area in order to provide an improved environment for cyclists.

Issues and Measures

3.4.102 To improve the awareness of other road users to the presence of cyclists it is recommended that cycle symbol road markings be implemented, provided they do not negatively impact on the historic environment.

3.4 MOVEMENT STRATEGY -PUBLIC TRANSPORT AND BUS STATION

3.4.107 Cyclists whose final destination lies within the town centre should be encouraged to dismount at edge of the town centre where possible. This can be achieved by providing high quality cycle parking on the periphery.

The Wash / St Andrew Street / North Road

3.4.108 The possibility of connecting the existing NCN route 61 to the cycle lanes on North Road has been considered, as a means of connecting the town centre to Hertford North Railway Station. The identified route runs along The Wash, St Andrew Street and North Road, up to the junction with Cross Lane.

3.4.109 The width of these roads is quite narrow, in particular the Wash, which measures 6.2m in width at its narrowest point. Furthermore, footway widths at the pinch points are very narrow, meaning the carriageway cannot be widened without creating a safety hazard for pedestrians. Hence, it is not feasible to provide mandatory cycle lanes which need to be a minimum of 1.5m wide.

3.4.110 Using simple cycle symbol road markings along The Wash would not give any additional rights to cyclists, but it would make drivers aware of the fact that this route is particularly popular with cyclists. Such an approach would establish the principle of a connection between the town and Hertford North Station. Dedicated or advisory cycle lanes have not been deemed appropriate in this location due to the limited road width in certain locations and pinch points.

3.4.111 The map in Figure 3.10 shows the locations of the suggested advanced stop lines for cyclists at two signalised junctions; as well as the proposed route for improvements.

3.4.112 An alternative car free cycle route could be promoted alongside the River Beane.

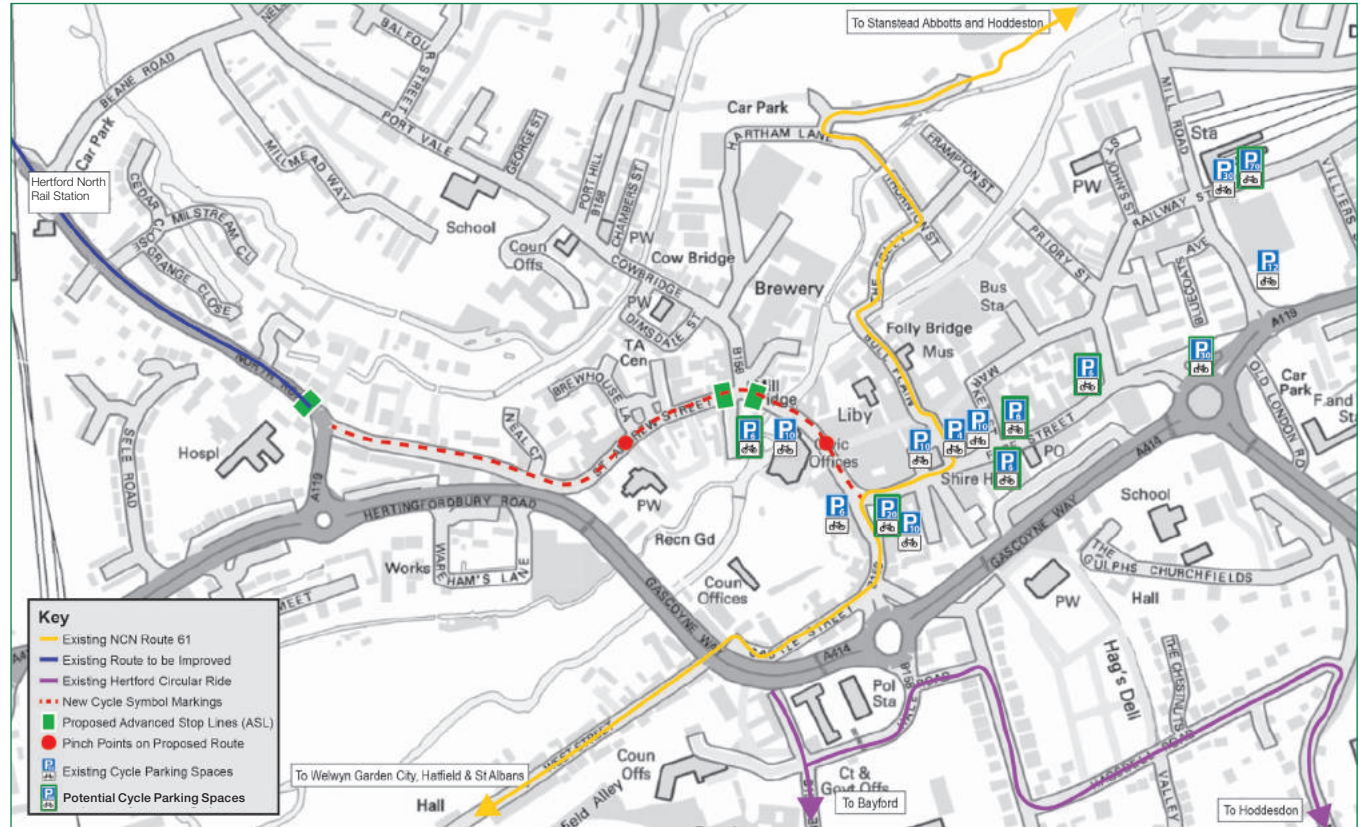


Figure 3.10: Cycle Parking Proposals

Hertford East Station

3.4.113 Development in the Mead Lane Area is expected to provide a priority cycle link between the station and National Cycle Network Route 61. Public Realm improvements around the station should facilitate access to the proposed route by creating a more cycle friendly environment.

Cycle parking

3.4.114 A review of the cycle parking provision in the town centre has highlighted the need for additional spaces in key locations. The proposals are for up to an additional 138 spaces in the study area, an increase of 150% on the existing provision of 92 spaces, as shown in Figure 3.10.

3.4.115 It is noted that the proposed location of the spaces are generally in line with UTP:

- CYC24 – Cycle Storage Hertford East.
- Cycle storage at Hertford Theatre.
- CYC27 – Cycle Storage at Parliament Square. In this location any cycle parking needs to be carefully considered in relation to the setting of the War Memorial.
- CYC30 – Cycle Storage at Bluecoats.
- CYC31 – Cycle Storage at Fore Street.

3.4.116 Cycle parking will also be supplied at Bircherley Green Shopping Centre in line with policy.

Servicing

Introduction

3.4.117 This section of the report explores the issues relating to servicing and provides proposals demonstrating how the impact of servicing vehicles could be reduced.

Issues and enforcement

3.4.118 During the site visit it was observed that Maidenhead Street had a number of palettes permanently located outside shops. This effectively narrows the footway and detracts from the streetscape. Palettes should not be left on public highway and the Council should look to ensure that this is enforced.

3.4.119 The narrow roads /footways and one way systems create a constrained environment around the town centre. Any illegally parked cars which obstruct the flow of traffic can have a detrimental impact on traffic flow. Again the Council should look to ensure that there is no illegal stopping whilst people deliver goods to / from the units.

Proposed restricted operating times

3.4.120 Servicing restrictions could be applied to the town centre. This would require consultation with local business and it is acknowledged that previous consultation has been unsuccessful due to the nature of the retail units in the town centre.

3.4.121 Vehicles should be restricted to before and after times of high pedestrian activity in the town centre. For example it is suggested that servicing is restricted to outside the hours of 10:00-18:00 on weekdays and on 10:00-16:00 on weekends.

3.4.122 It is noted that this would be difficult to implement and would need to be conducted on a street by street basis: pedestrianised streets such as Maidenhead Street could be restricted to specific time periods.

3.4.123 Loading bays could also be restricted to specific time periods.

3.4.124 Vehicles loading from short term parking bays such as on Fore Street would be harder to control. In order to minimise the impact of servicing on these streets, restriction on vehicle sizes could be applied to ensure that larger vehicles do not use the bays for servicing.

3.4.125 Where there are pinch points, no loading should be permitted at any time to ensure that vehicle movements remain unrestricted.

3.4.126 This is in line with FRT4 of the UTP which promotes loading restrictions on Fore Street / Parliament Square. It is also in line with HWY3 which promotes loading restrictions on the Market Street, the Wash and Fore Street.

Proposed loading pads

3.4.127 Loading Pads could potentially be implemented on Fore Street, Market Street and Railway Street. These pads could increase the effective width of the footway when loading is not in operation, whilst still retaining the loading bays required to service the units.

3.4.128 The illustrative public realm designs (Appendix 1) provide further details on the potential Loading Pad Locations.

4

Design Strategy

4 Design Strategy

4.1 Key sites strategy

4.1.1 This section sets out the design principles for the key opportunity sites in Hertford. The options have been developed with the vision and objectives in mind and support the strategy set out in this document. The options have been tested in terms of their viability at a high level.

The three key sites are:

- Bircherley Green Shopping Precinct.
- Maidenhead Street.
- The Marquee.

Bircherley Green

4.1.2 Bircherley Green is perhaps the most critical of the three sites examined in this study. It has the most potential to deliver some of the core objectives set out earlier in this document namely:

- Transform the riverside into an attractive destination.
- Attract a greater variety of shops and create a cluster of modern retail units.
- Promote the town as a tourist/visitor destination by extending the leisure offer in the form of river activities and potentially a cinema.

4.1.3 The Team developed 3 options for the site that were shown to the public at the September round of consultation. Two of these options looked at comprehensively redeveloping the centre. The third option looked at simply refurbishing it.

4.1.4 All of the options retained a dedicated bus station in its current location and this has been included in the urban design framework plan. However, there is a possibility that it may be proposed to be relocated. The bus station is a major constraint on this site and the relocation of its services would provide the opportunity to improve on each of the options in commercial terms.

4.1.5 However, to achieve any of the three proposed options at least some redevelopment of the existing shopping centre is necessary. The current development is under-performing in both its spatial and economic contributions to the town. Baseline studies revealed the following problems with the centre:

4.1 KEY SITE STRATEGY - BIRCHERLEY GREEN

- The unit sizes are too small to attract modern retailers.
- The development turns its back on the river using the river as a service route for large trucks.
- It visually blocks connections between Railway Street and the River.
- It fails to link up with other key destinations in the town.
- The public realm is dated and there are no quality open spaces for events, markets or street traders.
- The bus station is unattractive.

4.1.6 The Bircherley Green car park has a number of car parking spaces associated with the Waitrose store that may relocate with the redevelopment of the shopping centre. Therefore, despite the high utilisation, it is not considered that the same number of parking spaces would necessarily need to be re-provided in the future if this store were no longer present.

4.1.7 The future of Bircherley Green is uncertain. Waitrose, the centre's anchor store has been keen to leave the site for an alternative out of town location. The site's owners have been preparing proposals to redevelop the centre with a new superstore at its heart. Their pre-application material was taken to public consultation in 2014 and was met with some objection at the time. Controversially, the proposals removed Hertford bus station from the site. This was not well received and the scheme attracted further negative feedback from the public with regard to the scale of the proposals, its failure to provide usable public space at the river and the proposed architectural style. A Design Review was also critical of the plans.

4.1.8 Proposals have been made but withdrawn for a new out of town foodstore at the site of the Van Hage Garden Centre. It has been widely speculated that Waitrose wish to move to this new site and have made it known that, regardless of the outcome, that they do not intend to remain in Bircherley Green.

4.1.9 In light of this uncertainty, an urban design framework is seen to be the best way to establish the key requirement any scheme has to meet, while leaving enough flexibility to allow a developer to respond to market constraints. The framework addresses the issues identified and aims to deliver the core objectives of the study. The viability and deliverability of the urban design framework has been tested through the following three options presented at consultation.

4.1.10 Bircherley Green is the key development opportunity in the town centre and it must contribute to the overall objectives. The development uses are expected to help deliver the following:

- More recognisable multiple operators.
- More, bigger, retail units available (circa 1,500-4,000sqft) including both comparison goods as well as food & beverage.
- More recognisable and effective anchors.
- More external retail and food & beverage activity i.e. more external tables and chairs.
- Office use.
- A strong town centre focus.
- Linkages between daytime and evening economy.
- Space for more and better market stalls, events and activities.
- Maintain opportunity for some high quality foodstore provision.
- The bus station should remain on site, retaining the existing number of stops, and proposals must re-provide a covered waiting area and toilet facilities.
- Purpose built town centre healthcare facility (i.e. doctors' surgery).

Development Options for Bircherley Green

4.1.11 The team developed 3 options for the site.

These were:

- **Option 1:** Foodstore.
- **Option 2:** Mixed use (including leisure).
- **Option 3:** Refurbishment.

4.1.12 The options were presented to the public at the September consultation and are shown opposite.

4.1.13 The September consultation revealed that 74% of the public responses favoured the more radical proposals to redevelop the site (Options 1 and 2) over refurbishment of the centre. However, the results regarding the individual options were quite close. 41% preferred Option 1, 33% preferred Option 2, and 26% preferred Option 3.



Development options as presented at public exhibition in September 2015

Option 1: Foodstore

This option looks at a variation of the proposals put forward by the landowners in 2014. It explores how a development, including a large foodstore could address some of the wider town centre issues and objectives.

- Retains the bus station on site,.
- Creates 15 new retail units between 1000 and 4000sqft to create a cluster of modern retail units.
- Create usable public spaces at the riverfront that could be used for specialist markets and events.
- Create dual aspect residential accommodation on upper floors to bring more residential uses into the town centre.
- Provides car-parking underground to give more space over to pedestrians.
- Create a strong visual connection from Railway Street to the river.
- Orientate the entrance of the foodstore towards the town centre to encourage linked trips and a better flow of people between shops.

Option 2: Mixed use (including leisure)

This option provides a destination by creating a cluster of modern retail units and leisure opportunities, including a leisure use, such as a small multiplex cinema as an alternative anchor tenant for the site.

- Creating a finer urban grain, through a range of modern retail units that are complementary to Hertford town centre in terms of uses, retail offer and character.
- Create dual aspect residential accommodation on upper floors to bring more residential uses into the town centre.
- Bringing an additional leisure use (for example a cinema) into this part of the town centre would encourage people to stay longer in the town centre, using the shops, cafés, restaurants and leisure offer.
- Creating an open space large enough to accommodate town centre events and specialist markets.

- Creating the opportunities for cafés and restaurants to have south facing seating.
- Retaining the bus station.
- Providing car parking underground for shoppers and residents, with the exception of a few spaces in the central space for disabled parking.
- Creating a direct link between Bull Plain and the Bus Station.
- Public access alongside the river frontage.
- Positive built form to create an attractive river scene.

Option 3: Refurbishment

This option is the 'do minimum' approach to Bircherley Green. It looks at what could be done with the existing centre (should Waitrose leave the site).

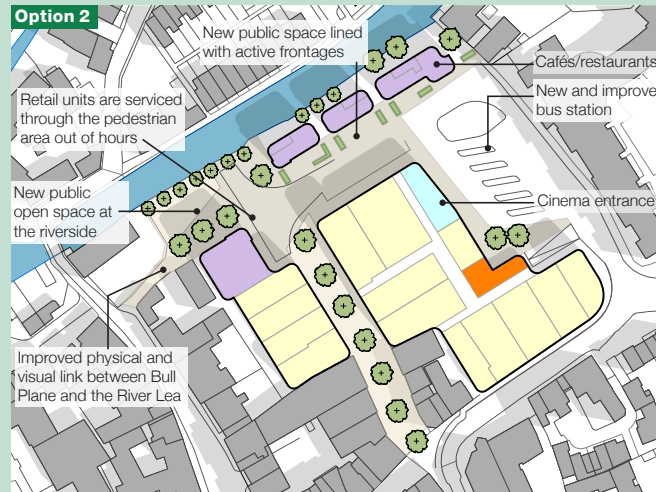
- Partial demolition of the centre, leaving the car park and most of the existing smaller units intact.
- Some new units on the site of the existing Waitrose store could face onto the river.
- Create larger public space at the river.
- Improve public realm throughout the centre.
- Bus station is retained in its current shape and form.

Key

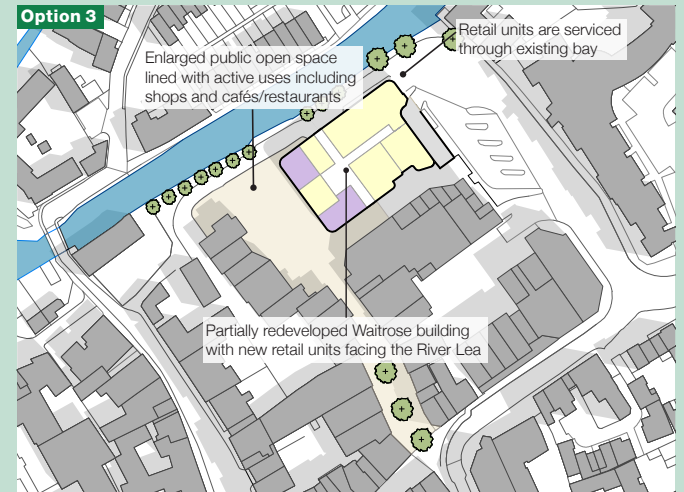
- Retail
- Café
- Leisure use, e.g. cinema
- Public open space
- Bus service



Option 1 - Diagrammatic plan of ground floor



Option 2 - Diagrammatic plan of ground floor



Option 3 - Diagrammatic plan of ground floor

4.1.14 Bircherley Green is the most important development opportunity site in the town centre. It has the most potential to improve the retail/leisure offer and open up the riverfront. It is essential that any proposals brought forward on the site maximise the potential of the site and also satisfy public opinion. We have therefore created a set of urban design principles and a Framework Plan that address both of these elements (Figure 4.1).

4.1.15 As public opinion on the best option for the site was split, the Framework Plan has been further developed to offer a hybrid of the best components of each of the three options to respond to the elements the public supported in each one, as well as other emerging issues, namely:

- Set back of all buildings along the river’s edge and creation of a useable public space, as shown in Option 1.
- Creating active frontages along the river (all options).
- Improving visual connections from Railway Street to the river (all options).
- Respecting the scale and historic context of neighbouring buildings (e.g. Lombard House) (all options).
- Restricting vehicles to Bircherley Street (all options).
- Support for the potential development of a foodstore (Option 1) or the leisure/mixed use option (Option2).
- Need for new retail units to maintain flexibility to allow combining into larger or anchor unit (added to framework).
- Retention of the bus station – Bircherley Green represents the best and only town centre location capable of providing a central bus station (all options).
- Retention of pedestrian link through the centre of the development (added to framework).

- Retention of office facilities (added to framework).
- Potential for purpose built town centre healthcare facility (i.e. doctors’ surgery) (added to framework).
- Potential to deliver the refurbishment option (Option 3) which would be least disruptive to the town.
- Restriction of building heights - allowing a maximum of 5 storeys only in the less sensitive central location (Added to framework).







4.1.16 The council will use the framework to guide the future development on this important site. It has been designed to be flexible enough to support a number of development options whilst linking strategically into the wider strategy for the town.

Urban Design Principles

Frontages and heights

-  ■ Proposals must create a frontage to the riverside.
-  ■ Frontages along Railway Street should follow the existing building line and be 3 to 4 storeys in height.
-  ■ Frontages along Bircherley Green should be positioned perpendicular to the river to strengthen the visual link between Railway Street and the water.
-  ■ The frontage along Bircherley Street should be 4 storeys in height, be attractively designed and provide some level of casual surveillance over the bus station.
-  ■ Any development adjacent to Lombard House should be limited to 2 storeys to respect the setting of the listed building and be set back 8m from the water.
-  ■ Development closer to Bull Plain should be restricted to between 3 and 4 storeys to respect the historic context in this area.
-  ■ Development in the centre of the site can be between 4 and 5 storeys in height.
-  ■ Development in the centre of the site can be up to 4 storeys in height.

Links and Transport

-  ■ Proposals must maintain the physical link between Railway Street and the River Lea - this should remain a pedestrian environment restricted to essential service vehicles only.
-  ■ Proposals must retain and improve the physical and visual link between the bus station, Bircherley Green and Bull Plain (including maintaining the link to the museum).
-  ■ A single united bus station should remain on Bircherley Street providing no less than the current level of provision and have covered and indoor waiting areas and toilet facilities.
-  ■ Proposals must provide adequate parking to cater for wider town centre as well as new development – ideally this should be located below ground (where possible) and accessed from the vehicular route on Bircherley Street.
-  ■ Improved attractive pedestrian route from the bus station to Railway Street.
-  ■ Attractive pedestrian route through development.

Spaces and Landscaping

- Routes along Bircherley Street (including the bus station) and Bircherley Green should be attractively landscaped to draw people towards the river.
- Proposals must create usable public open space with attractively designed hard and soft landscaping.
- The focal point for new development should be where key pedestrian links converge at the River/Bircherley Green.
- Architecture should be used to create focal points at key positions to draw people into the town and towards the river.

Uses

- New development must provide a broad mix of town centre uses, including a cluster of new retail units between 1000 and 4000sqft each (with flexibility to combine into larger or anchor unit), food and beverage uses, retention of the bus station and office provision and potential provision of a healthcare facility.

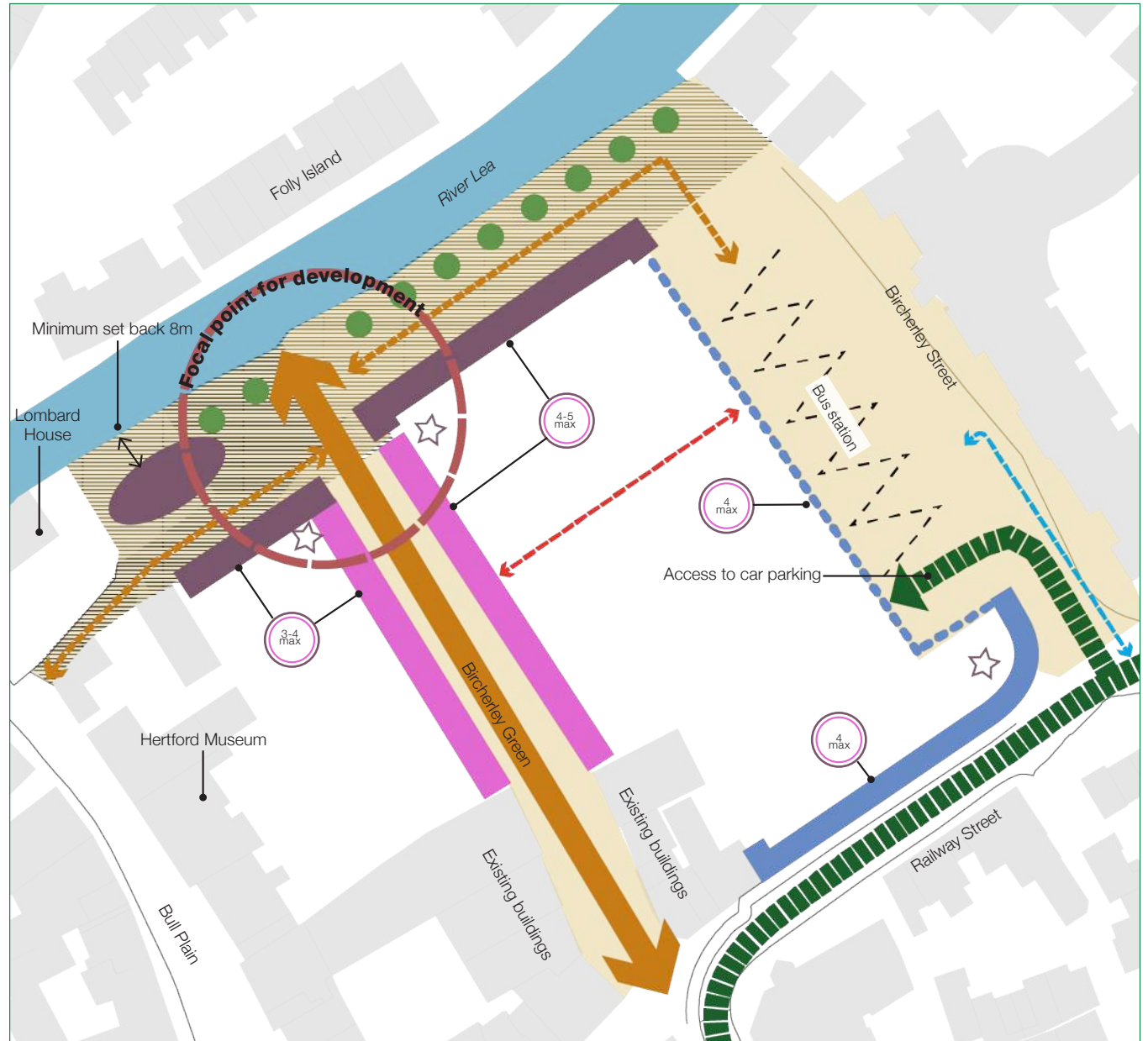


Figure 4.1: Bircherley Green Urban Design Framework

Please note: This Framework drawing provides an outline concept illustrating the key principles and approach for the development of the site.

Maidenhead Street

4.1.17 The team examined three options for the former McDonald's building and the Boots Optician Building on Maidenhead Street. The McDonald's had lain empty for several years and was creating an eyesore in the street. Since the public consultation, the building has now been occupied (by a stationers and the relocated Post Office) and has benefited from the installation of a new shopfront. However, this work has not involved any significant uplift or remodelling of the building. Therefore, although in the short-term major proposals for the building do not appear likely, this would not rule out the prospect of more ambitious development options being considered in the future.

Urban design principles

4.1.18 Most of the issues identified from our retail study, townscape and landscape analysis as well as public engagement relate to improving the public realm, shopfronts, and management along Maidenhead Street generally. There were few comments about the former McDonald's building (now occupied by the Post Office) in particular. However, from a townscape perspective there are some key principles that development on this site should address. These are:

- Improve street scene to make a more attractive environment considering materials, lighting and street furniture.
- Frontage to Maidenhead Street should be aligned with the predominant building line.
- Proposals should review service access to shops.

- Proposals should create some active as well as attractive frontage along Evron Place to deter anti-social behaviour in the lane; investigate the potential to close the lane for public access and incorporate the space into a new development, for example in the form of a rear courtyard.
- Existing buildings in the surrounding context should inform the height of new development.
- New or refurbished shop units should have a general floor area of at least 3000sqft to provide a different offer and increase the opportunity to attract national retailers.

Development options for Maidenhead Street

4.1.19 The team developed 3 options to show how the urban design principles above could be translated into development proposals for the site.

These were:

- **Option 1:** Refurbishment and extend.
- **Option 2:** Redevelop and extend.
- **Option 3:** Comprehensive redevelopment of middle section of the street.

4.1.20 Option 1 would leave the site as it stands at present with some cosmetic changes. The other options involve more extensive changes – these are illustrated opposite.

4.1.21 The above scenarios were presented at the September 2015 round of consultation. Option 3 – the most radical – was the most popular with the public. This option deals most effectively with the issues of anti-social behaviour at Evron Place and service access along the street.

Maidenhead Street: Development options as presented at public exhibition in September 2015

Option 1 - Refurbishment and extend

This option looked at simply refurbishing the existing building (excluding Boots Optician). The advantages of this approach would be to:

- A less disruptive and potentially quicker delivery.
- Provide more active frontage at ground floor level.
- Extend frontage to align with the prevailing building line.
- Lower cost.

Viability

This option involves a small extension to the existing unit and therefore requires additional land to be acquired. The scheme proposed does produce a positive residual land value which should be sufficient to acquire the land required and enable the refurbishment to be undertaken. Given that the land in question is currently part of Maidenhead Street, it is unlikely to be brought forward as an alternative use and the extension of the existing retail unit is likely to be the only feasible use.

As the scheme option is developed in further, detail discussions will need to be undertaken with the landowners to determine the value of the land for the proposed scheme. These discussions will need to focus on the added value of the extension to the retail unit and how this value is attributed to the land, given the costs and risks associated with the refurbishment and extension.

Option 2 - Redevelop and extend

This option examined the potential of redeveloping both the Boots optician and the McDonald's building. The advantages of this approach would be to:

- Realign the whole frontage of these buildings at Maidenhead Street to match up with the rest of the street.
- Create an active retail frontage along Evron Place.
- Provide new residential units at upper levels increasing casual surveillance over Evron Place.
- Provide an area to the rear of the building for bin storage.
- 2x A3 retail units at ground floor and around six flats at first and second floor.

Viability

As with option 1 the proposed scheme generates a positive residual land value. However, under this option additional properties will need to be acquired and therefore as the scheme option is developed in further detail it will be necessary to undertake a detailed analysis of the existing asset values in order to confirm whether the residual land value generated by the proposed scheme is sufficient to acquire the existing assets on site and enable the scheme to come forward.

In terms of comparing the residual land value with the threshold land values (TLV) for town centre retail on a brown field site, (East Herts strategic assessment of development viability – stage 1 b – paper 2, commercial viability (January 2013)), and can confirm that the residual value generated is in excess of the TLV, thus suggesting that the option is viable. However, as mentioned above the extension will require the acquisition of an existing unit which has an investment value which will be above the land value. Further analysis of the asset values will be required as the scheme option is brought forward.

Option 3 - Comprehensive redevelopment of middle section of the street

This option examined the potential of comprehensively redeveloping the middle section of Maidenhead Street and Evron Place. The advantages of this approach would be to:

- Create a dedicated service yard to address issues of servicing and bin storage, access from Market Place.
- Close Evron Place to address issues of anti-social behaviour.
- Provide up to 4 more modern units and larger retail units.
- Bring more residential uses - around 13 new flats - to Maidenhead Street and increase the vibrancy of the area and passive surveillance during the night.

Viability

As with Option 2, this option requires the acquisition of additional properties, and as before although the proposals generate a positive residual land value and they are above the TLV for the town centre and therefore considered to be viable at this stage, further analysis of asset values of the additional properties will be required. This comprehensive option, given the scale of development proposed, is one which will need to be considered potentially over a medium to longer term i.e. as the existing properties begin to age and therefore redevelopment becomes a more attractive proposition as the value of a new scheme will be significantly higher than the existing asset value of the properties as they are.

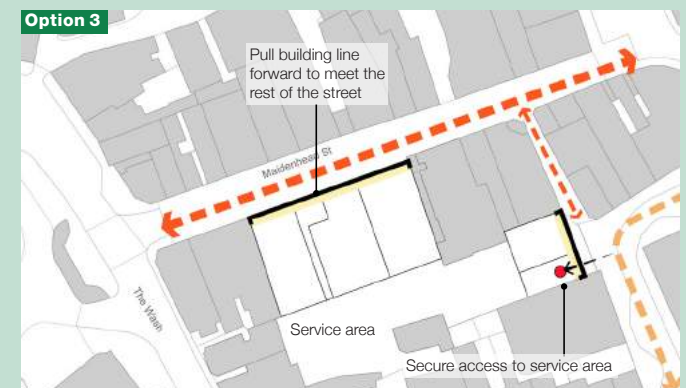
While it is a desire to bring forward the building frontage of the existing building to create a more coherent and visible frontage, land ownerships and highway boundaries need to be investigated and respected.



Option 1 - Diagrammatic plan of ground floor



Option 2 - Diagrammatic plan of ground floor



Option 3 - Diagrammatic plan of ground floor

The Marquee

4.1.22 At the early stages of the Strategy process, property agents marketing the Marquee indicated an intention to promote the building as a centre for small businesses. Since that time, planning permission has been granted for use of the building as a gym and it is currently anticipated that this will open in 2016. It would be a new incarnation for the 1980s building that has formerly been used variously for retail, a nightclub and music venue and, prior to this, a snooker club.

Urban design principles

4.1.23 Should the above scheme fail to be implemented, then alternative proposals may need to be considered for the site. Much of the feedback received during the consultation indicated that people felt that it was too far away from the heart of the town to be a key part of the town centre. Many stated that it would be a suitable site for residential uses.

4.1.24 The site itself is fairly constrained. Both vehicle and pedestrian access can only be achieved from Railway Street, which is a busy road. It is not an easy building to service and park in front of. There are also sensitivities in relation to the surrounding buildings. Its neighbour to the west is the Grade II Quaker Room and the Quaker Friends Meeting House, a sensitive historic building set behind a walled garden. The Marquee's neighbour to the east is the two-storey Lord Haig Pub. To the south there are a variety of small two-storey buildings that face on to the Marquee and have windows overlooking the site. All of these factors are constraints to how high and where new development can be located. With this in mind there are some key principles that development on this site should address. These are:

- Development should not exceed the three-storeys set by Railway Street. Any accommodation in the third-storey should be within attic or roof space.
- All access should be from Railway Street.
- Development must not block views or existing outlooks from neighbouring buildings.
- The building must be sensitive to the Quaker Meeting House and not negatively effect its setting in terms of form, materials or massing.
- Maintain the building line on Railway Street.

Development options for the Marquee

4.1.25 The team developed 2 options to show how the urban design principles above could be translated into development options for the site. These were:

- **Option 1:** Refurbishing the existing building.
- **Option 2:** Residential redevelopment.

These are illustrated opposite.

4.1.26 These scenarios were presented to the public at the September round of consultation. Option 2 – residential redevelopment was more popular with the public than Option 1. However, the results were fairly close and there was not a strong preference either way.

The Marquee: Development options as presented at public exhibition in September 2015

Option 1 – refurbishing the existing building

The first option examined by the team was to examine the viability of the site to adopt the proposed use currently being marketed (small business units). The advantage of this approach would be:

- Provision of small business units to support local enterprises (as identified in the market report).
- Straightforward easy approach to the building.
- No further impact on the Quaker meeting house or other surrounding buildings.
- Maintains existing building line.

Viability

This option generates a positive residual land value. The Marquee is currently vacant and in need of improvements, it is likely that any improvement in the asset will have a positive impact on its potential to generate income, and therefore the asset value post refurbishment should be significantly higher than the current use value (i.e. vacant and in disrepair) given that the proposals involve a refurbishment and therefore make it an attractive proposition. Small business units/managed workspace tend to be let on a short-term basis and therefore this is reflected in the investment value of the asset value, which could have an impact on viability. However, there are a number of private sector operators within the market who operate such facilities on a profitable basis.

Option 2 - residential redevelopment

The second option looked at redeveloping the site as residential. The amount of properties that can be achieved is limited by the need to maintain access from Railway Street, protecting existing buildings and the need to provide car parking. However, the following advantages could be achieved:

- Maintain the building line from Railway Street.
- Create additional residents living close to the town centre.
- Provide parking on site.
- Create a mix of units, including a mews style building to create an attractive vista from Railway Street.

Viability

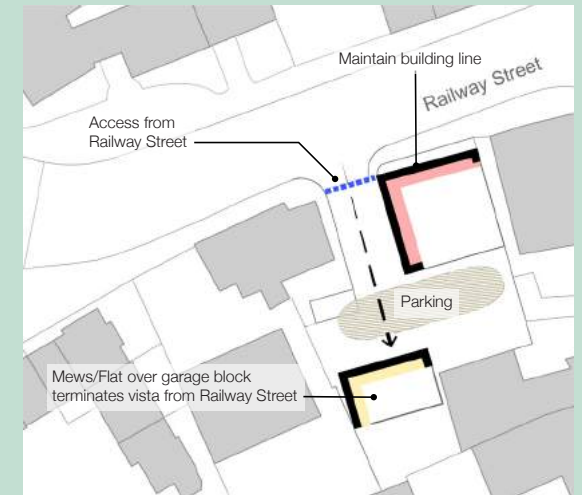
The redevelopment of this site to deliver residential space results in a positive residual land value which is significantly above the value generated under Option 1, and therefore given the current state of the property, redevelopment is an attractive proposition and likely to generate a higher return than the current existing use value of the property. As a cross check we have compared the residual land value generated by the proposed scheme with the town Centre TLV, and can confirm that the residual value generated is in excess of the TLV, thus suggesting that the option is viable.



Option 1 - Examples of small and shared work spaces that could be created in the Marquee



Option 2 - Architecture should reflect local character and be a maximum of 3 stories



Option 2 - Ground floor concept plan

- Key**
- Retail
 - Café
 - Residential

5

Public Realm and Landscape

5 Public Realm and Landscape

5.1 Public realm materials strategy - aims and objectives

Introduction

5.1.1 The quality, design and positioning of hard landscape materials and street furniture is of fundamental importance to the public realm, as is the 'space between buildings'.

5.1.2 A high quality, well maintained, public realm can improve the legibility and contribute greatly to the character and value of a place, whilst enhancing the experience for visitors, residents and workers. People will choose to spend more time within, and choose to return more often to, a quality space or environment leading to a positive impact on the success of shops and businesses in a town centre.

5.1.3 The materials that make up urban streets and spaces and the design and layout of seats, lighting, bins, bollards and signs can have a significant impact upon the overall sense of urban quality and can help reinforce the unique character and Sense of Place. Conversely, streets and spaces that have poor quality paving materials, uncoordinated and cluttered street furniture will have a negative impact on the character of a town centre or parts of a town centre, and will not inspire the public to spend time there.

5.1.4 This section of the report aims to develop a rationale for a co-ordinated approach to paving materials and street furniture within the Hertford Town Centre study area, building on the more successful areas of the urban fabric and providing a strategy for how this can be extended to other parts of the public realm to create a coherent and attractive environment. The strategy should complement and reinforce the characteristics of the historic town centre and build upon recent enhancement works. It will also suggest how more recent and future additions to the urban fabric can both reflect their contemporary architectural style within their immediate landscape setting and be responsive to the wider historic context.

5.1.5 The key principles are:

- The design should respond to the historic architectural character of the specific street and space. Where existing distinctive historic materials and street elements exist, these should be retained and incorporated into future proposals in the same locality, if feasible.
- Reduce street clutter, where feasible, by removing or consolidating excessive signage and redundant elements of street furniture, having regard to safety of road users and pedestrians. Where elements are required they should be set out in a co-ordinated alignment sensitive to potential pinch-points of pedestrian activity or desire lines.
- Within shared surface areas, elements of street furniture may be used to have the additional function of directing vehicles, though this should not be used excessively.

- Within the historic street pattern, existing kerb lines should be respected where possible to retain the historic character. However this needs to be balanced with the requirements for safe pedestrian movement, particularly where pinch points occur, and reducing vehicle speeds. Relocating kerbs may have an impact on drainage connections, and possibly other services, which can increase the costs of a scheme so the detailed design needs to fully assess these issues.
- In appropriate circumstances, lowered or no kerbs ease pedestrian movement and emphasise the shared quality of the street.
- Avoid or minimise road markings to enhance street appearance and reduce signals that it is intended primarily as a vehicle space.
- Consider the requirements for accessibility for people with disabilities through increased use of raised crossing points as part of wider traffic calming measures, where appropriate.
- Consider the needs for short length on-street parking to support local businesses ensuring their siting does not impact on the street scene. Raised loading bays enable the potential for use as footway when not in use for servicing.

- Where feasible and appropriate, incorporate street trees into the street scene to reinforce the character, particularly to reinforce the legibility of the riverside and Castle Grounds character areas. Provide tree planting in appropriate locations to suit the street width, so as not to create pinch points within narrow footways where their location enhances the historic character of the street. Ensure that the locations do not conflict with underground services, junction sight lines and street lighting and that the cost of maintenance of clearing fallen leaves has been taken into account. The specific or appropriate species (in terms of eventual height, width and leaf size) should be considered on a site by site basis.
- Wayfinding to encourage greater awareness of the different retail quarters as well as the many cultural historic and natural assets which create the unique sense of place within Hertford should be carefully developed, using both active elements such as signage, interpretation elements, and maps and passive elements through paving, respecting key views to architectural features, evening lighting and street planting.
- The choice of materials needs to take into account maintenance issues and specific site issues.

5.1.6 To establish a hierarchy of streets and to aid legibility, key routes within Hertford town centre have been categorised according to their character considering:

- street width, linear deviation and architectural form and building line;
- location within the town centre - in the centre or on the fringe;
- land use functions both at ground floor and upper floors;
- predominant users of the space - vehicles or pedestrians and how they should interact. The types of vehicle use that needs to be considered (e.g. buses, delivery vehicles, parking etc.), how they interact with the street scene and make use of (or abuse) the space available to ensure that the space is designed for its intended use but is able to resist other likely challenges such as vehicles overrunning pavements; and
- Distribution of utility services within the street - maybe a particular constraint though may not be evident at strategy stage.

5.1.7 The aforementioned factors all impact on the nature and type of materials and furniture that should be specified in each category type. The following pages outline the suggested palette of materials, street furniture and street trees for individual categories. The sheets illustrate the layout of these materials in typical situations. It should be emphasised that these are not final designs for schemes and the detailed design of any future works arising from this study would need to take into account and, where necessary, balance the factors mentioned above to arrive at a robust design that achieves the Strategy's objectives not just in the short term but provides a quality of appearance in the long term. Thus, the accompanying plans to the Strategy illustrate, in indicative concept form, the types of schemes which could be possible in these locations. However, it is important to note that these should not be viewed as proscriptive in terms of suggested design or materials, as these would be reserved as the subject of future consideration through the design process.

Street Categories

Purple Route

- Broad street in comparison with rest of street pattern creating importance - County Street;
- Historic buildings built up to back edge of footway - gentle undulating curve;
- Acts partly as local distributor road with street parking; and
- Shopping / Food and beverage / commercial, high pedestrian activity in evening.

Brown Route

- Relatively narrow street widths comprising undulating kerb lines creating narrow sections of footways;
- Historic buildings built up to back edge of footway - gentle undulating curve;
- Principal distributor routes around the town centre. Routes link key spaces; and
- High street character - Core retail and secondary retail, Food and beverage / commercial, Cultural and entertainment.

Green Route

- Narrow streets, lined with historic and contemporary buildings. Routes link or become integrated into urban spaces;
- Predominantly pedestrian use with very limited vehicle movement, preferably controlled at certain times of day; and
- Core retail areas with high footfall - High Street type activities.

Red Route

- Routes that act as squares or become integrated into urban spaces;
- Light vehicle traffic - access only within high pedestrian flow areas. Aim to further reduce by minimising on street parking within retail area or redefine as permit only;
- Traffic speeds low. Provide speed reducing features where vehicles cross high pedestrian flows; and
- Core retail areas with high footfall - High Street type activities.

Yellow route

- Predominantly outside the historic core, with few retail or commercial street frontages;
- Provide gateway links into the town centre from public transport hubs (Station) and links to wider employment and retail destinations; and
- Distributor routes around the town centre, vehicle dominated though pedestrian flows.

Blue Route

- Riverside path, linking to urban spaces and open spaces along the water edge;
- Pedestrian and cycle use; and
- Informal character - mixture of riverside path, lanes and board walk / bridge elements.

Pink Route

- Narrow street, typically no through route with narrow footways;
- Very light vehicle and pedestrian use; and
- Informal character.

Black Route

- Narrow pedestrian alleyway linking between key town centre destinations;
- Within historic core of town centre; and
- Few ground floor activities overlooking.

5.1.8 Figure 5.1 overleaf indicates the location of proposed route categories within the Town Centre.

5.1.9 The street categories noted below apply to the town centre study area routes. Each notes the types of paving materials and street furniture that should be used within them when works are intended. It is not envisaged that all streets require works to be undertaken as part of the strategy as many already have the proposed palette, or elements of it, currently in evidence. But, to ensure a consistency within street type and character area, those streets (or parts thereof) that do not currently reflect the palette should have this considered as part of the design process when enhancement works are proposed.

5.1.10 The material and street furniture types noted below relate to the palettes as set out in section 5.2 Materials and the Street Category / Material type matrix table.

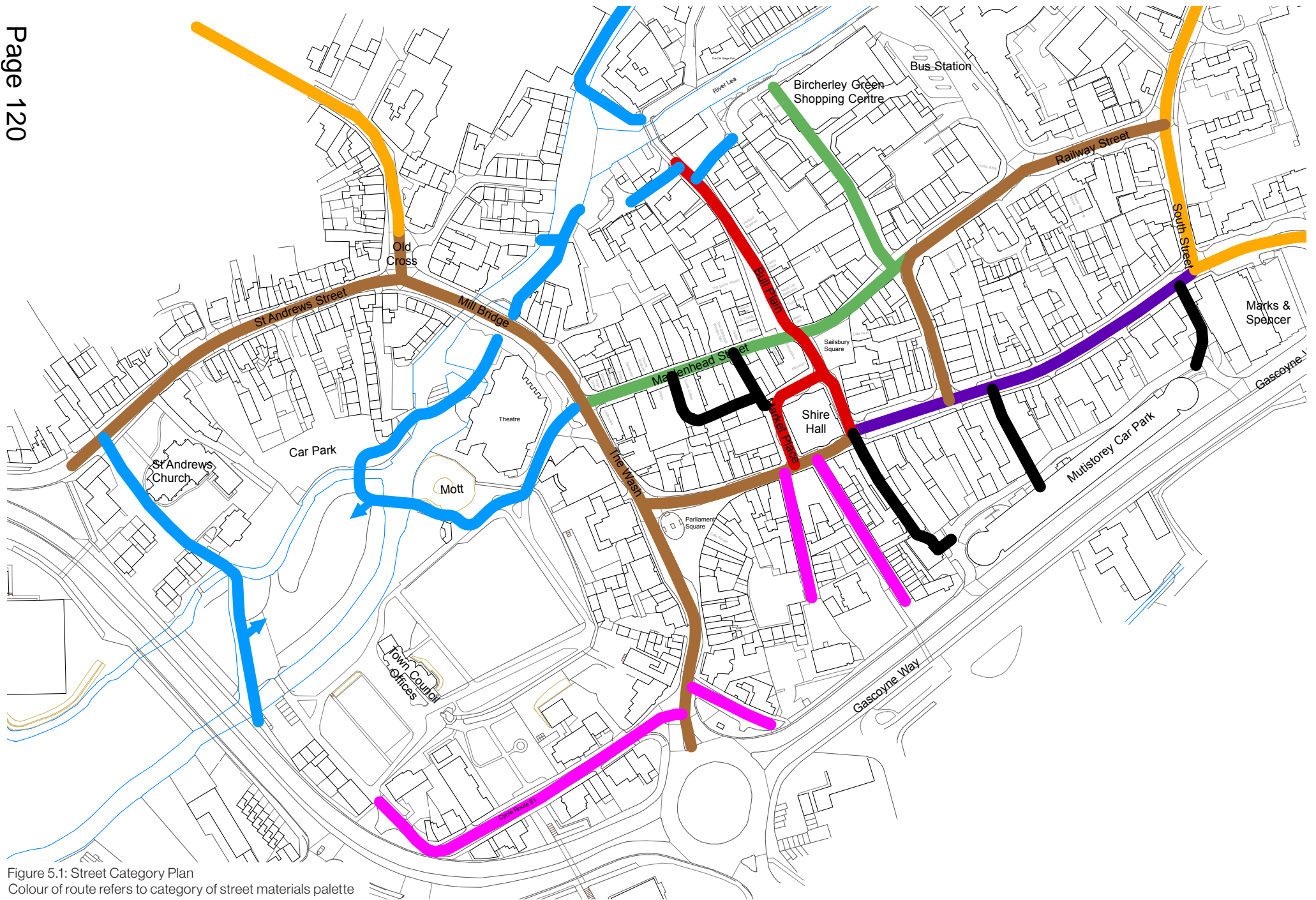


Figure 5.1: Street Category Plan
Colour of route refers to category of street materials palette

The principles of the palette

Purple Route

5.1.11 The principles of the palette:

- Provide a simple palette of traditional paving materials and minimal street furniture for an uncluttered streetscape appearance to complement the quality of the Street's heritage and character (See Street category material types table for detail).
- Street furniture should be of a traditional style including black cast iron painted bins with gold detailing and timber slat flat benches with metal frame (type B). If bollards are required a 'Manchester' style cast iron type painted black could be used to match existing (type A). Tree grilles to be square, cast iron painted black (type A).
- Provide a high quality paved surface for pedestrians to extend the existing paving to the eastern end of the street using large unit natural Yorkstone paving slabs of random lengths and laid in single course of mix of supplied widths, typically 300, 450 and 600mm. Granite kerbs to be 300mm flat extending the palette east of Post Office Walk / Market Street.
- Provide granite sett square block edging to where Yorkstone slabs abuts buildings.
- Where vehicle overrun may take place such as near parking bays large slabs 600mm width or more can be susceptible to cracking. Therefore within these areas either lay use thicker slabs laid on reinforced concrete base or use the smaller unit slabs - 300 or 450mm width by 350 - 500mm length x 100mm depth across width of footway on a concrete base, if considered to be more appropriate over other forms of base available at the time.
- The layout of the street will introduce elements to encourage ease of pedestrian movement between sides of road to ease browsing in shops and cafés. Where kerb build-outs and parking bays set into the paving are proposed, provide a consistent line to main carriageway to retain the strong gently curving linear quality of the street. Where parking bays are set into paving area, provide a similar width of granite between parking bay and carriageways in line with main kerb to retain strong line.
- Defined loading bays should be raised to footway level to allow use as additional footway when not in use by servicing vehicles. These should be paved in flame textured granite setts to allow ease recognition by delivery drivers.
- Develop a zone for street furniture, cycle parking, tree planting and signage away from the pedestrian route - 1.4ms wide. This will preferably be where pavement build-outs are proposed.
- Road markings should be kept to a minimum with parking lines painted in Primrose Yellow, where required, to comply with Conservation Area standards and to be 50mm wide with 50mm gap between bands.
- Tree planting should be provided to soften the street character whilst visually narrowing the vehicle corridor. Opportunities will need to be assessed on a location by location basis due to siting of existing underground services restricting opportunities. Where planted they should be within metal tree grilles or permeable resin.

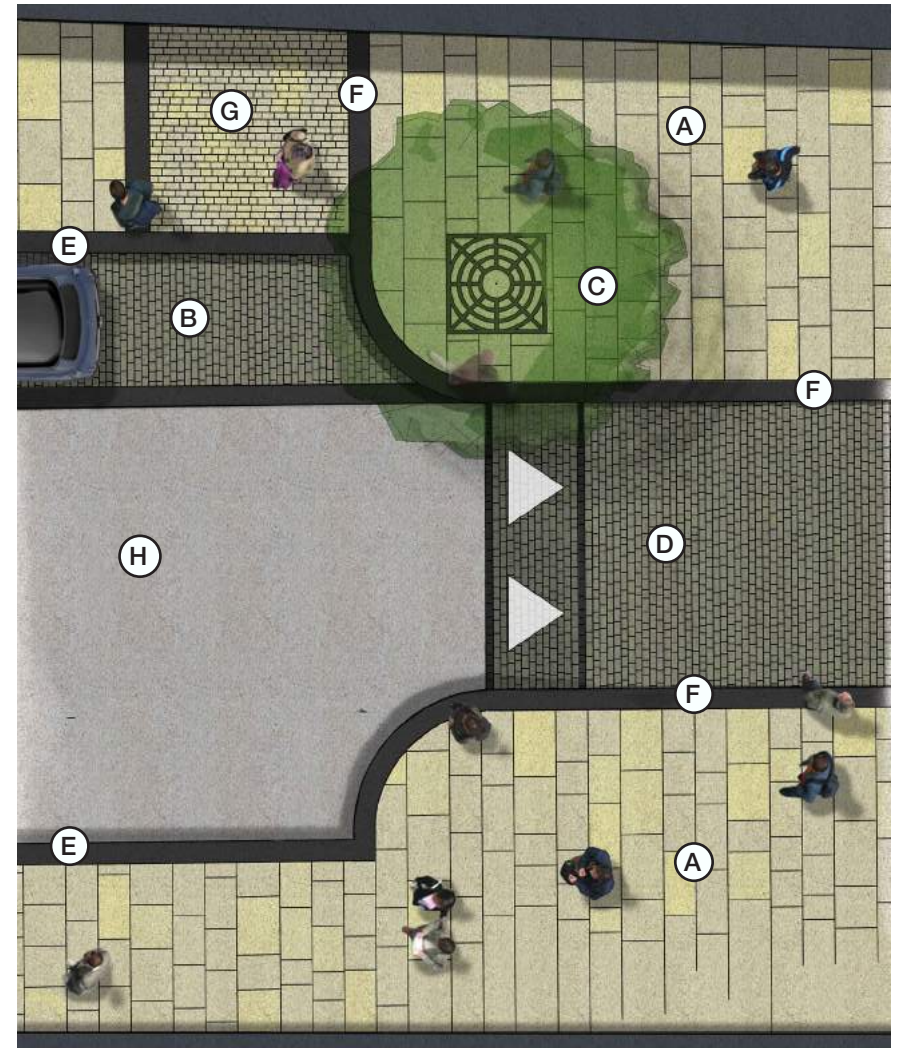


Figure 5.2: Concept sketch plan illustrating layout and materials of the street (Example Fore St.)

- A Yorkstone slabs, in single courses of 300, 450 and 600mm widths set randomly.
- B Parking bays at existing carriageway level paved in granite setts.
- C Metal tree grilles, painted black or infilled with resin bound gravel.
- D Raised Road table, flush to footway - granite setts.
- E Granite kerb, to match existing typically 300mm width 100mm kerb face.
- F Granite kerb 300mm wide, laid flush.
- G Cross over into yard - Yorkstone setts, 100mm x 150 - 250mm lengths.
- H Bituminous macadam carriageway.

Down Route

5.1.12 The principles of the palette:

- Provide a simple palette of traditional paving materials and minimal street furniture provides an uncluttered streetscape complementing the quality of the historic buildings. (See Street category material types table for detail).
- Provide a high quality paved surface for pedestrians using large unit natural Yorkstone paving slabs 300 / 450 / 600mm widths, random lengths.
- Where street furniture, cycle parking, tree planting and signage is proposed ensure it is set to avoid creating pinch points along pedestrian route. This will preferably be where pavement build-outs are proposed.
- Street furniture should be of a traditional style including black cast iron painted bins with gold detailing and timber slat benches with metal frame (type A and B). If bollards are required a 'Manchester' style cast iron type painted black could be used to match existing (type A). Tree grilles to be square, cast iron painted black (type A).
- Provide tree planting where feasible due to services and sightlines. Pit to be covered with permeable resin or traditional tree grille painted black.
- Where vehicle overrun may take place such as near parking bays large slabs 600mm width or more can be susceptible to cracking. Therefore within these areas either lay use thicker slabs laid on reinforced concrete base or use the smaller unit slabs - 300 or 450mm width by 350 - 500mm length x 100mm depth across width of footway on a concrete base, if considered to be more appropriate over other forms of base available at the time.
- Provide granite sett square block edging to where Yorkstone slabs abuts buildings.
- Provide strong linearity to the street through use of wide granite kerbs, 300mm wide. Where kerb build-outs and parking bays set into the paving are proposed provide a consistent line to main carriageway. Where parking bays are set into paving area provide a similar width of granite between parking bay and carriageways in line with main kerb to retain strong line.
- Defined loading bays should be raised to footway level to allow use as additional footway when not in use by servicing vehicles. These should be paved in flame textured granite setts to allow ease recognition by delivery drivers.
- Where raised tables are proposed at crossing points and gateways to alert vehicles to entering an area of high pedestrian movement / 20 MPH area, granite setts, flame textured are the preferred choice, alternatively a coloured macadam surface.
- Road markings should be kept to a minimum with parking lines painted in Primrose Yellow where required to be 50mm wide with 50mm gap between bands.

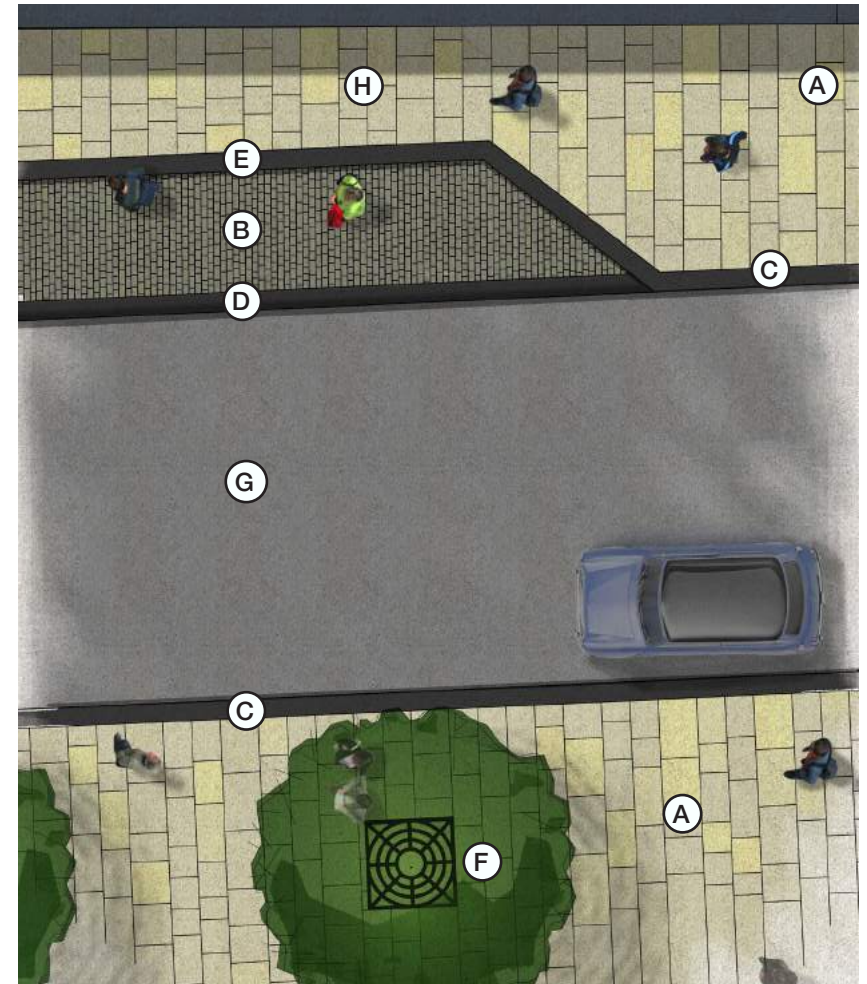


Figure 5.3: Concept sketch plan illustrating typical layout and materials of the street (Example Parliament Square/Castle Street)

- A Yorkstone slabs, laid in randomly in courses of 300, 450 and 600mm widths.
- B Loading bays - Raised pad flush to footway, paved in granite setts.
- C Granite kerb, to match existing typically 300mm width 100mm kerb face.
- D Granite kerb 300mm wide, laid with 75mm tapered kerb face.
- E Granite kerb, laid flush.
- F Metal tree grilles, painted black or infilled with resin bound gravel.
- G Bituminous macadam carriageway.
- H Yorkstone susceptible to run over by vehicles, laid in randomly in courses of 200, 300 and 600mm widths.

Green Route

5.1.13 The principles of the palette:

- Palette of traditional paving materials laid as a single flush surface from building line to building line providing a high quality pedestrian paved space with allowance for occasional heavy servicing vehicles.
- Unified space created by the predominant use of Yorkstone as a single material laid as sawn setts or small slabs laid on a 150mm thick reinforced concrete base, if considered to be more appropriate over other forms of base available at the time, to withstand service vehicles. Use with wide flush granite kerbs 300mm wide as trims to reflect the historic street context.
- Reinforce legibility of alleyways and lanes connecting to the route by extending pattern of slabs across the route.
- Provide granite sett square block edging to where Yorkstone slabs abuts buildings.
- Use of street furniture and signage should be kept to a minimum due to the width of the street. Location of Shop 'A' Boards signs should be restricted to a constant zone directly outside the building line - 1m max to reduce visual clutter. Shops should be encourage to use hanging signs only.
- Provide traditional style street furniture to including black cast iron painted bins with gold detailing and timber slat flat benches with metal frame (type B). If bollards are required a 'Manchester' style cast iron type painted black could be used to match existing (type A). Tree grilles to be square, cast iron painted black (type B).

- Loading within these routes will be restricted to certain times outside core shopping periods to reduce street clutter and create a more attractive retail environment for shoppers and businesses. When loading can occur there are no defined loading bays with all the paving being laid to withstand vehicle overrun. However the use of flush granite trims and Yorkstone setts as the central aisles is intended to keep vehicles away from the building line and retain a clear pedestrian route through.
- Road markings should be kept to a minimum with parking lines painted in Primrose Yellow where required to be 50mm wide with 50mm gap between bands.
- See Street category material types table for details of material types.
- Where the route meets other streets there should be a raised table provided to ease pedestrian movement and signify to other vehicles the high volumes of pedestrian flows. These will be paved in maintainable surfaces for longevity and vehicle flows, but materials should be sympathetic to the historic environment.

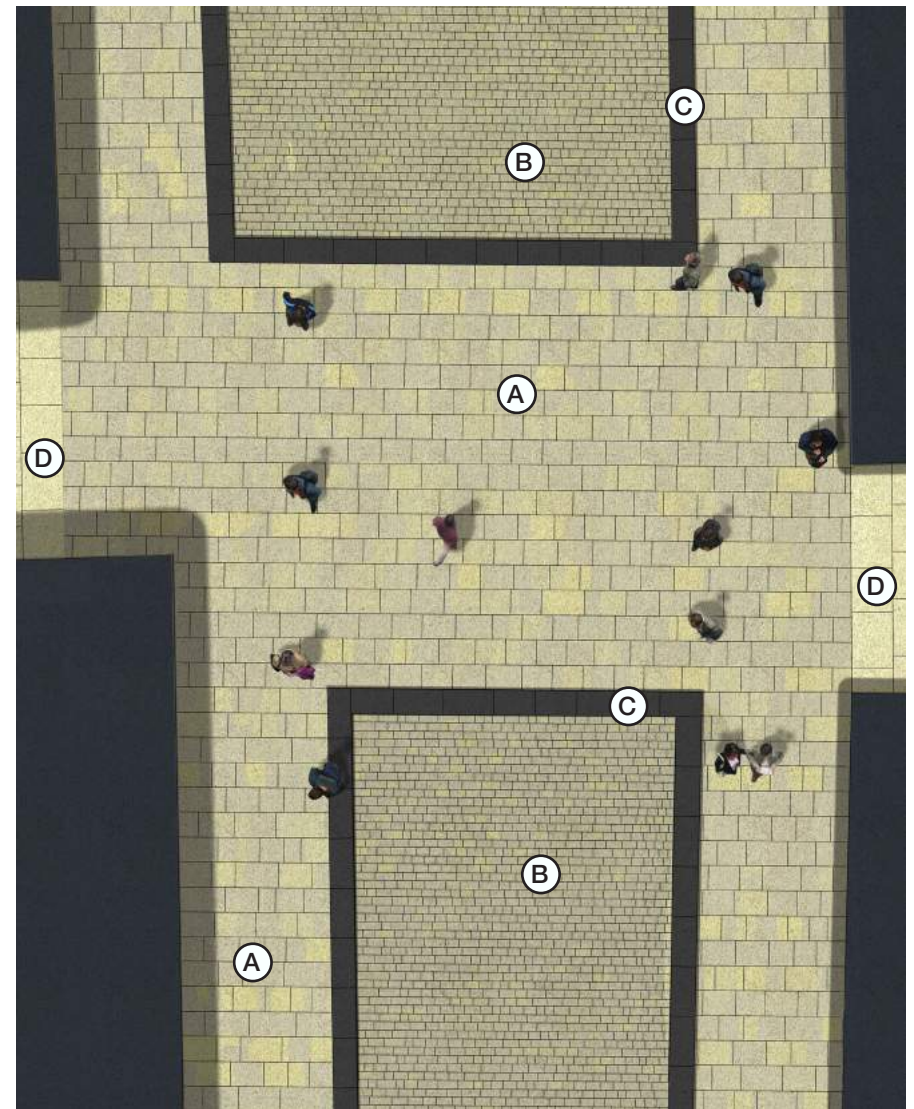


Figure 5.4: Concept sketch plan illustrating typical layout and materials of the street (Example Maidenhead Street)

- A Yorkstone slabs, 300mm widths x 350 - 500mm lengths.
- B Yorkstone setts, 100mm x 150 - 250mm lengths.
- C Granite kerb 300mm width, laid flush.
- D Alley way - Yorkstone slabs, random courses of 300mm / 450mm / 600mm widths x random lengths.

5.1.14 Ped Route

5.1.14 The principles of the palette:

- Provide a simple palette of traditional paving materials and minimal street furniture resulting in an uncluttered streetscape complementing the quality of the historic urban form and adjacent high quality pedestrian paved spaces.
- Street furniture will be of a traditional style including black cast iron painted bins with gold detailing and timber slat flat benches with metal frame (type B and C). If bollards are required a 'Manchester' style cast iron type painted black could be used to match existing (type A, B and C). See Street category material types table for details of material types.
- Routes are a mixture of defined traffic calmed low volume carriageways and areas where they cross predominantly pedestrian spaces. Formed of a mixture of a traditional street defined by pavement / kerb / carriageway and other areas where a single surface is required to emphasis the pedestrian nature of the space.
- Provide a high quality paved surface for pedestrians using large unit natural Yorkstone paving slabs 300 / 450 / 600mm widths, random lengths with granite sett square block edging to where Yorkstone slabs abuts buildings.
- Reinforce legibility of the core pedestrianised retail area and 'Heart Square concept' by extending pattern of slabs across the surface with simple delineation of a flush kerb wherever the route crosses or is adjacent

to these spaces. This should be defined by a raised table paved in Yorkstone setts provided to ease pedestrian movement and signify to other vehicles the high volumes of pedestrian flows.

- There should be minimal use of street furniture and signage due to the width of the street except where paved spaces are created as part of the objective to create a focus for Hertford Town Centre.
- Loading within these routes will be restricted to certain times outside core shopping periods to reduce street clutter and create a more attractive retail environment for shoppers and businesses.
- Road markings should be kept to a minimum with parking lines painted in Primrose Yellow where required to be 50mm wide with 50mm gap between bands.

- A Yorkstone slabs, in random courses of 300, 450 and 600mm widths random lengths.
- B Raised road table - Yorkstone setts, 100mm x 150 - 250mm lengths.
- C Granite kerbs 300mm width set flush to paving to accessibility bays.
- D Granite kerb, to match existing typically 300mm width 100mm kerb face.
- E Granite kerb, laid flush to define edge of raised road table.
- F Metal tree grilles, painted black or infilled with resin bound gravel.
- G Bituminous macadam carriageway.

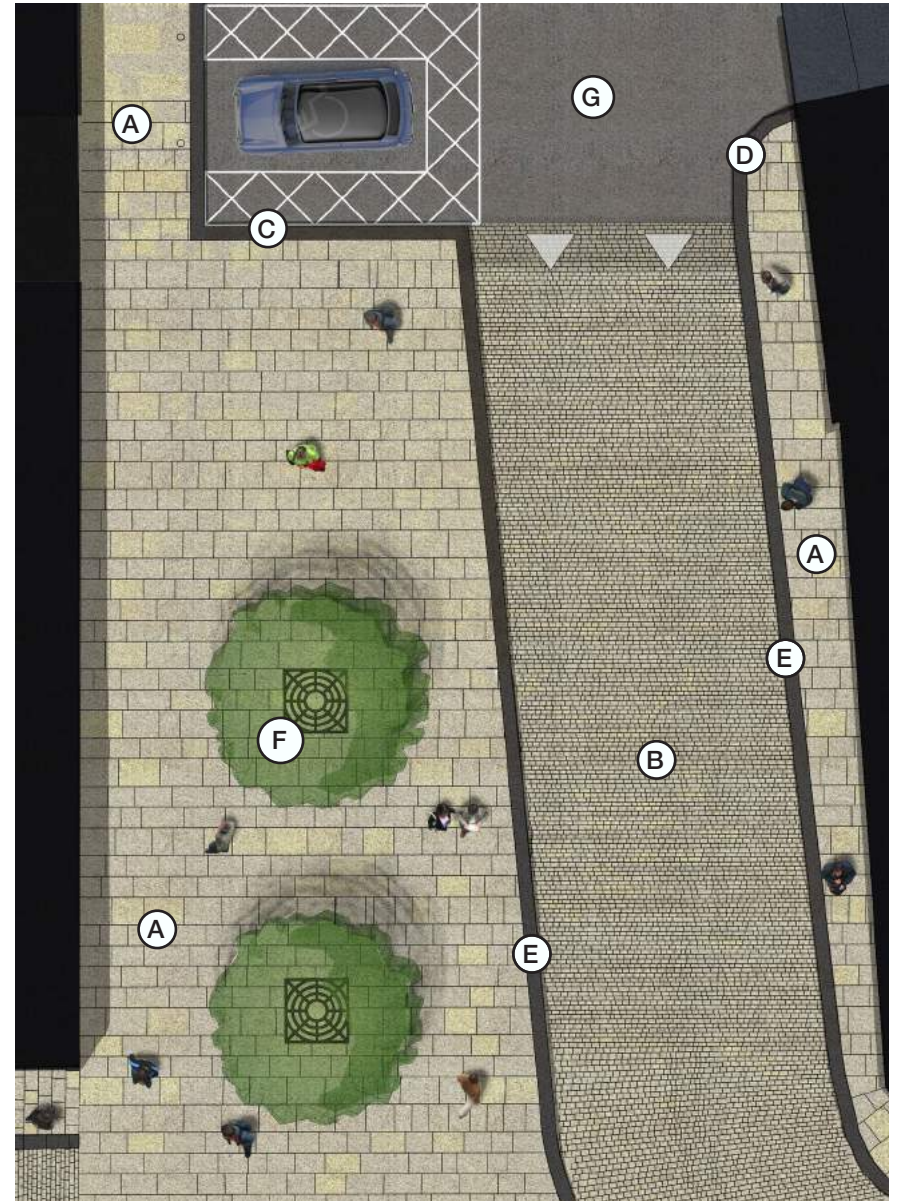


Figure 5.5: Concept sketch plan illustrating typical layout and materials of the street (Example Bull Plain)

Yellow route

5.1.15 The principles of the palette:

- The links between Hertford East rail station, edge of town retail developments and housing, and the town centre require enhanced legibility, as well as a strong sense of being part of the town's civic space. This is in contrast to the wider residential streets.
- To provide a quality robust paved surface able to withstand occasional vehicle overrun whilst being legible as part of the town centre retaining the paved slab form of Fore Street. The use of a natural granite aggregate textured finish is recommended. Granite kerbs 125mm wide preferred.
- Limited street furniture to provide uncluttered route. Street furniture painted black.
- Street furniture should be of a traditional style including black cast iron painted bins with gold detailing (type C&D). If bollards are required a 'Manchester' style cast iron type painted black could be used to match existing (type A). See Street category material types table for details of material types.

-
- A Pre cast concrete aggregate textured slabs, laid in randomly in courses of 300 and 450mm widths.
- B Granite kerb, to match existing typically 300mm width 100mm kerb face.
- C Metal tree grilles, painted black or resin bound.
- D Bituminous macadam carriageway.

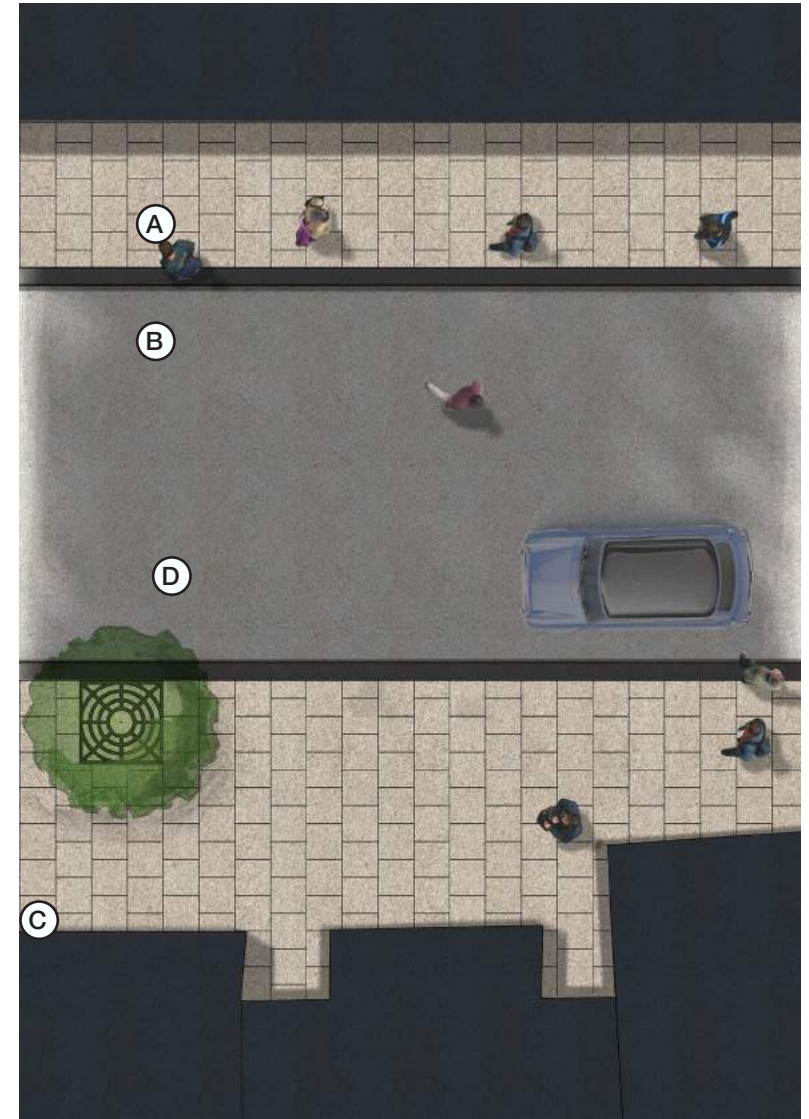


Figure 5.6: Concept sketch plan illustrating typical layout and materials of the street (Example Railway Street between South Street and Bircherley Green)

Blue route

5.1.16 The principles of the palette:

- Riverside footway extends through a number of character areas and open spaces.
- Predominantly pedestrian areas though sometimes may require vehicle access across.
- Street furniture including wayfinding, interpretation boards and seating to be provided but sighted to ensure a clear 1.8m wide route.
- See Street category material types table for details of material types.
- Current road marking standards are appropriate for this street category.

Footway Materials:

- Natural gravel surface dressing or resin bound gravel laid over macadam base.
- Granite sett edging two bands wide formed of 100 x 200mm setts.
- Where footway structures are formed, such as boardwalks and fishing / viewing platforms, these could be of timber boarding with non-slip strips.

Pink Route

5.1.17 The principles of the palette:

- Narrow urban street, typically no through route with narrow footways, subject to vehicle overrun.
- Very light vehicle and pedestrian use.
- Provide simple traditional material palette to retain informal character.
- See Street category material types table for details of material types.
- Road markings should be kept to a minimum with parking lines painted in Primrose Yellow, where required, to be 50mm wide with 50mm gap between bands.

Footway Materials:

- Yorkstone slabs, laid in courses of 300mm widths, random lengths.
- Where existing Yorkstone slabs exist they should be repaired, reset as required. Other traditional elements including stone cobbles acting as deterrent paving as found on Bell Lane should be retained.
- Granite kerb, to match existing typically 300mm width 100mm kerb face - reset where existing granite kerb exists.
- Bituminous macadam carriageway.

Black Route

5.1.18 The principles of the palette:

- Simple single surface from building edge to building edge to define narrow pedestrian alleyway.
- Location for wayfinding signage to identify the alleyway role linking key destinations.

Footway Materials/ Options:

- Yorkstone setts, 100mm x 150 - 250mm lengths.
- Yorkstone slabs, 300mm widths x 250 - 350mm lengths.
- Central drainage channel - Granite slab, 200 x 250.

5.2 Materials report

5.2.1 The choice of materials and street furniture proposed needs to take into account specific site issues, including the disruption to road users, pedestrians, shops and businesses over the period of the works and subsequent maintenance activities.

5.2.2 Certain materials, such as natural stone setts laid within a busy carriageway, will take longer to construct or repair than using clay block pavers or macadam and may be less resilient, especially in high stress locations, and harder to source or maintain at a later date. However, higher quality materials may be considered more sympathetic to the historic environment and therefore more appropriate in sensitive locations. These factors all need to be considered during the detailed design of any works developed from this strategy.

5.2.3 Maintenance considerations need to take into account the whole life cost of materials and furniture and the cost of replacing these if they fail.

5.2.4 Natural stone materials can achieve a longer life than concrete products if specified and laid correctly for the envisaged use but cost more initially to lay and can be more difficult and expensive to maintain if such work is needed during their life cycle. It can also be more difficult to source matching replacement items, especially for small repairs such as utility reinstatements which can detract from the long-term quality of the finish. Ensuring the correct construction make-up is specified for each particular site and paving type chosen following testing of ground conditions is essential. Material sizes should be appropriate for the likely use and abuse (vehicles overrunning footways) and cost of replacement.

5.2.5 At the detailed design stages, all construction details, materials and street furniture need to be agreed with the appropriate Council/s responsible for their long term maintenance.

5.2.6 The Street category/materials matrix notes specific types of paving materials and furniture suggested to be used within particular streets. The reference letters noted relate to the following pages which provide images and information on these elements.

5.2.7 Note: All drawings referred to should be viewed as outline concepts that illustrate potential schemes for locations which will be liable to alteration through the design process.

Suggested Material types

Street category/materials matrix	Footway paving	Carriageway paved elements	Tree grille	Bollard	Litter bin	Light column	Cycle stands
Purple Route Fore Street	A	E	A	A	C	A	B
Brown Route The Wash Castle Street (north of Gascoyne Way)	A A	D & E D & E	A	A B	C C	A A	B B
Green Route Maidenhead Street Railway Street (east of Market Street) Bircherley Green (Private ownership) Old Cross (Square)	A A A A	B B B	B B B A	A & C A A	C C C	B B B	B B B B
Red Route Bull Plain Market Place	A A	B & E E	A	A & C B	C C	A A	B B
Yellow route Old Cross (street) South Street Railway Street	C C C		B A A	A A A	A & B A & B A & B	A A A	A A A
Blue Route Riverside routes Castle Grounds	F				C C	B B	A A
Pink route Castle Street (west of Gascoyne Way junction) Bell Lane Church Street Queen's Road	A or B A or B A or B A or B		A	A B B B	C	A B B B	A A A A
Black route Post Office Walk Evron Place Honey Lane	A or B A or B A or B			B B B	A & B A & B A & B	B B B	A A A

Paving Materials
Footways

5.2.8 Substantial areas of the pavements within Hertford's central retail area have been paved with large unit Yorkstone natural stone slabs and wide element granite kerbs following a programme of enhancement works undertaken a number of years ago. This high quality material and the large size of slab is a traditional material and reinforces the historic character of the urban fabric and reflects the prestigious status for the County Town.

5.2.9 Other areas within the town centre are either paved in macadam, in situ concrete or concrete slabs.

5.2.10 The Public Realm strategy aims to consolidate the areas of quality stone paving and to extend this material to the edges of the town centre as set out within the Place Making strategy, either completing footways within streets / squares that have only been partially paved, such as Fore Street, or repaving key areas that have yet to be enhanced such as Bull Plain, Maidenhead Street, and Old Cross.

5.2.11 The large unit of slab that has been used though traditional has been subject to damage where heavy vehicles are likely to overrun the footway. A smaller size of slab (300mm width x 75mm depth x random lengths) has therefore been considered to be more robust in these areas, with the option of laying onto concrete bases, if considered to be more appropriate over other forms of base available at the time.

5.2.12 Some streets and lanes that are within the study area but that fall outside the core area would have a quality paving using man made concrete slabs, though these should reflect the natural stone materials in colour and size.



PAVING TYPE A:
Yorkstone paving slabs - 300, 450, 600mm widths x 50mm x random lengths. If vehicle overrun is likely use 75mm thick slabs random lengths. Flame textured



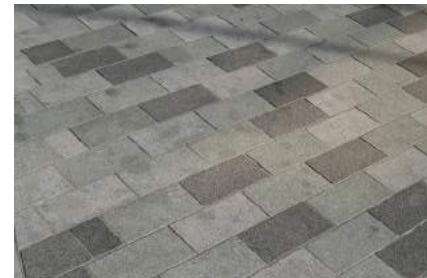
PAVING TYPE B:
Yorkstone setts 100 (w) x 150-250mm (l) - Sawn cut - Marshalls Cromwell option for footways and parking bays within lightly trafficked areas when used with Yorkstone slabs



PAVING TYPE C:
Granite aggregate concrete slabs, 600x 600 x 50mm - Charcon 'Appalachian' Black Fleck ground chamferless



PAVING TYPE D:
Concrete setts Marshalls Tegula 80mm thick x 160mm width, 3 size lengths for carriageway paving. (Parliament Sq)



PAVING TYPE E:
Paved carriageway elements - Raised road table / parking bays. Granite setts on carriageway 200 x 100mm fine picked, 3 mixed colours greys and green granite



PAVING TYPE F:
Resin Bound footway has longer life span and is porous. Resin bonded footway as used in Dolphin Yard

Carriageways

5.2.13 The vast majority of the carriageway within the town centre is formed of macadam that provides a sound utilitarian surface to support the flows of traffic within the town centre. It is economic to lay and allows use of the surface within hours of laying.

5.2.14 However in a number of core areas sections of the carriageway have been paved to either identify pedestrianised areas or to extend the character of a paved square across a carriageway to increase the historic legibility, pedestrian character of parts of the town centre. Yorkstone setts are used within the carriageway in parts of Railway Street whilst granite setts are used in small sections of carriageway to define parking bays and extend the character of a square across the road (Parliament Square). These materials provide a high visual quality and have been a traditional road surface in most town centres around the country having longevity when laid appropriately. They can be used to encourage drivers to reduce speed due to the texture of the material - such as the granite setts around Market Place or alert drivers that they are entering an area of high pedestrian activity.

5.2.15 To construct carriageway elements from these materials requires a lengthy construction period and traffic disruption to allow both the laying times of the stone but also the required concrete bases and mortar beds to cure. There are also areas where these materials when used in the carriageway in the town centre have become uneven (Parliament Square) and though this is unusual for this to happen to a natural paved road surface it illustrates the potential problems when reinstatement is required to repair the surface due to the lengthy road closure required.

5.2.16 Occasionally, man made materials have also been used within the town centre for carriageway /shared surface areas such as Tegula Concrete setts (Parliament Sq.) and clay block pavers (Maidenhead St). These man-made materials create a lower quality visual impact than the natural stone; however, they can be considered a suitable material in some areas where the surface needs to be used by pedestrians and heavy vehicles alike. Man-made materials also have the advantage of being able to be laid relatively quickly and are cheaper and quicker to repair compared to natural stone materials.

5.2.17 To strengthen the historic character and visual quality of the pedestrian environment, the Public Realm Strategy promotes the use of elements of paved carriageway to reinforce gateways, pedestrian crossing points and the construction of traffic calming elements. Natural stone is the preferred choice particularly where traffic flows are low and areas are predominantly pedestrian. However in areas when vehicle flows are higher the considerations of disruption to both servicing in retail areas and traffic flows should be considered when deciding which construction methods and materials to choose.

5.2.18 Therefore the strategy identifies different outline concept options, illustrating potential schemes for these locations, though the final choices are liable to alteration through the design process and would be reviewed at the detailed design and consultation stages. The costings noted are per sqm. for materials only (at January 2016 prices) excluding bedding granular sub base and labour).

5.2 MATERIALS REPORT

Light Columns

5.2.19 Light columns within the core town centre should relate to the period architecture due to their size and prominence. The existing style of column is appropriate, though in many cases requires repainting. LED fittings within traditional style fitting provide a low energy white light providing clearer colour identification helping to enhance the architecture in the evening environment. Lighting should be upgraded to LED low energy source as part of maintenance programme. Placing lighting on buildings, as in the City of London, can also help to reduce street clutter and should be encouraged as opportunities arise e.g. through new development.

Litter / recycling bins

5.2.20 Within the historic core of the town centre, litter bins should be painted black with minimal text in gold colour. Existing open top round bins should be repainted, and where liners are required, these should be black.

5.2.21 Closed top bins are more attractive, making the rubbish less visible to passers-by and both prevent rain entering the rubbish or wind redistributing the contents. These should be the preferred choice as and when replacements for open top bins are required.

5.2.22 There is growing demand for recycling facilities on street. However, the difficulties associated with on street recycling (misuse, mixed contents resulting in redirection to landfill, additional street clutter and cost) are acknowledged and therefore not supported currently.



STREET LIGHTING TYPE A:

Traditional lantern for conservation area: carriage lantern on bracket fixing, painted black.

D.W.Windsor Scroll bracket



Ornate column. D.W.Windsor Edinburgh.

Column height dependant on road type and width. Typically between 6 - 10m tall



Alternative for narrow streets / alleyways. - Wall mounted option
Post top stirrup mounted fitting for alleyways



STREET LIGHTING TYPE B:

For narrow streets / parks use post top lantern - D.W Windsor
Windsor lantern on Chester Column



LITTER BIN TYPE A:

Existing open bins - Broxap.
Existing require repainting and black inner liners



LITTER BIN TYPE B:

Existing rectangular Litter bin - Wybone Glass fibre composite closed top litter bin



LITTER BIN TYPE C:

Broxap BX2319 Cast iron bin, black painted, gold lettering. 90 litre

Seating

5.2.23 Seating within a town centre encourages shoppers and visitors to stay longer and is particularly helpful for elderly or those with walking difficulties.

5.2.24 Seats with backs are preferred and should be comfortable with arm rests and timber slats are warmer and which if treated dry quickly. Flat benches allow for seating in either direction and particularly useful in situations where people may be walking either side.

5.2.25 Within the town centre streets and squares has a number of differing styles of seat and flat benches. A coordinated approach should be adopted within these areas as and when replacements are required.



SEAT TYPE A: Funitubes Zenith seat with back and arms - optional to have four arms or arms on ends only



SEAT TYPE B: Funitubes Zenith Bench - Arms optional



SEAT TYPE C: Bespoke design benches in Salisbury Square provide a unique identity to a space and should be considered along Bull Plain if the character of the square is extended



SEAT TYPE D: formed of Recycled materials, plastic slats, steel frame. Appropriate along the river walk, though should be avoided in streets and urban spaces

Bus Shelters



The existing bus shelter pictured below (left) is located on the Wash provides a simple traditional character that complements the historic environment. This model, supplied by Adshel, could continue to be used, or other sympathetic unit, subject to future agreement and taking into consideration the range of Hertfordshire County Council's preferred shelter manufacturer partner



A similar character of shelter is available from BROXAP. This model has a similar traditional form and could also be considered for use as an appropriate replacement, subject to future agreement and taking into consideration the range of Hertfordshire County Council's preferred shelter manufacturer partner



Alternatively, where a simple contemporary design is appropriate, which would be less visually intrusive within the streetscene, the use of a lightweight brushed stainless steel structure would complement the historic building fabric without visual interruption to the streetscene. An illustration of such a shelter type is the Euroshel 01706 216794 ref. 'Invincible', but any structure eventually selected would be subject to future agreement and taking into consideration the range of Hertfordshire County Council's preferred shelter manufacturer partner

5.2 MATERIALS REPORT

Bollards

5.2.26 Bollards are used to protect pedestrians, low building overhangs and prevent pavements being damaged by persistent vehicle overrun or to stop illegal parking on footways

5.2.27 They can, if used inappropriately, create visual street clutter and restrict the width of footways unnecessarily. They should therefore be used sparingly and shouldn't be used where other street furniture elements may already be having the desired effect - such as cycle parking hoops.

5.2.28 The bollard specification should match the predominant types used in the town centre.



BOLLARD TYPE A:

Broxap Manchester 'traditional' bollard, 940mm high x 190mm diameter. (as Fore Street / Parliament Sq.) - used in general situations where footway width allows



BOLLARD TYPE B:

Marshalls 'Morpeth' bollard, 900mm high x 110mm diameter. (as Fore Street) for narrow footways



BOLLARD TYPE C:

Bollard concealing external power sockets - Furnitubes 'Doric' bollards 920mm height x 260mm width. Painted black

Cycle stands



CYCLE STAND TYPE A:

Broxap 'Sheffield' Cycle stand (as used at Parliament Sq) Black polyester powder coated



CYCLE STAND TYPE B:

Stainless Steel provide a higher quality appearance and a lower maintenance solution. They are though more expensive and would suit more prestigious locations such as squares, and the Central Spine

Tree grilles

5.2.29 Tree grilles are commonly used on tree pits in urban paved situations to allow people to walk across the tree pit without compacting the soil and roots, and allows air and water to the tree soil.

Options:

5.2.30 Resin bound infill provides a robust but simple finish with natural colours to complement surrounding paving. They provide a continuous walking surface so are especially useful where footway space is constrained. The surface is porous to allow water to permeate and is the preferred choice for street situations due to the typical narrow nature of footways.

5.2.31 Cast iron Tree grille - with the appropriate strength frame these can withstand vehicle overrun. Robust simple traditional form, set flush to surrounding paving. To be used within urban squares where space permits.



TREE GRILLE TYPE A:

Cast iron grille as used in Parliament Square.
Similar to Broxap 442-3-STD Limousin



TREE GRILLE TYPE B:

Resin Bound type - Furnitubes Resin bound gravel infill

Street trees

5.2.32 This sheet considers potentially appropriate street trees taking into consideration the width of street / footway and the character of the space. This sheet provides an indication of suitable species that can be used within the town centre.

5.2.33 The report does not identify which tree should go where as its individual site should be assessed and the design intent considered.

Acer campestre 'Streetwise'



Field Maple:
A medium-size selection of the native tree with a neat, upright habit and yellow autumn colour.. Tolerant of most soil types, drought resistant and extremely hardy. Height 7m, max 3

Prunus 'Sunset Boulevard'



Cherry:
Medium size tree with a strong formal shape, good autumn colour. Attractive delicate pink flower with narrow habit. Long-lived for a Prunus species. Height 10m, width 3m

Tilia x euchlora - Caucasin Lime



Lime Tree:
Not susceptible to aphids and consequent 'honey dew drip'. Ideal for wider streets, avenues s. Height 12m, width 5m. Planted within Salisbury and Parliament Squares

Quercus palustris



Pin Oak:
Large, elegant, conical tree with good form. Glossy leaves with strong scarlet colours in autumn. Suitable for boulevard locations and broad verges. Height 10m, width 5m

Alnus incana



Grey Alder:
Deciduous tree with conical shape when young. Catkins yellow-red in spring. Tolerant of salt. Height 12m, width 4m. Riverside tree

Carpinus betulus 'Frans Fontaine'



Hornbeam:
A narrow, upright form of the native Hornbeam. The strongly columnar habit is maintained until maturity, making it suitable for restricted spaces such as streets and car parks. Grows well in poor planting conditions. Height 9m, width 3m

Malus triobata



Strong autumn colours, distinctive in winter. The tree has erect branches and narrow crown making it ideal for narrow streets and small enclosed spaces. Height 6-8m, width 2.5m

Pyrus calleryana 'Chanticleer'



Pear:
High quality, resilient street tree, ideal for residential or restricted locations. White pear blossom in spring, glossy leaves, good autumn colour. Deep rooted so avoids problems with pavement disturbance. Height 8m, width 3m

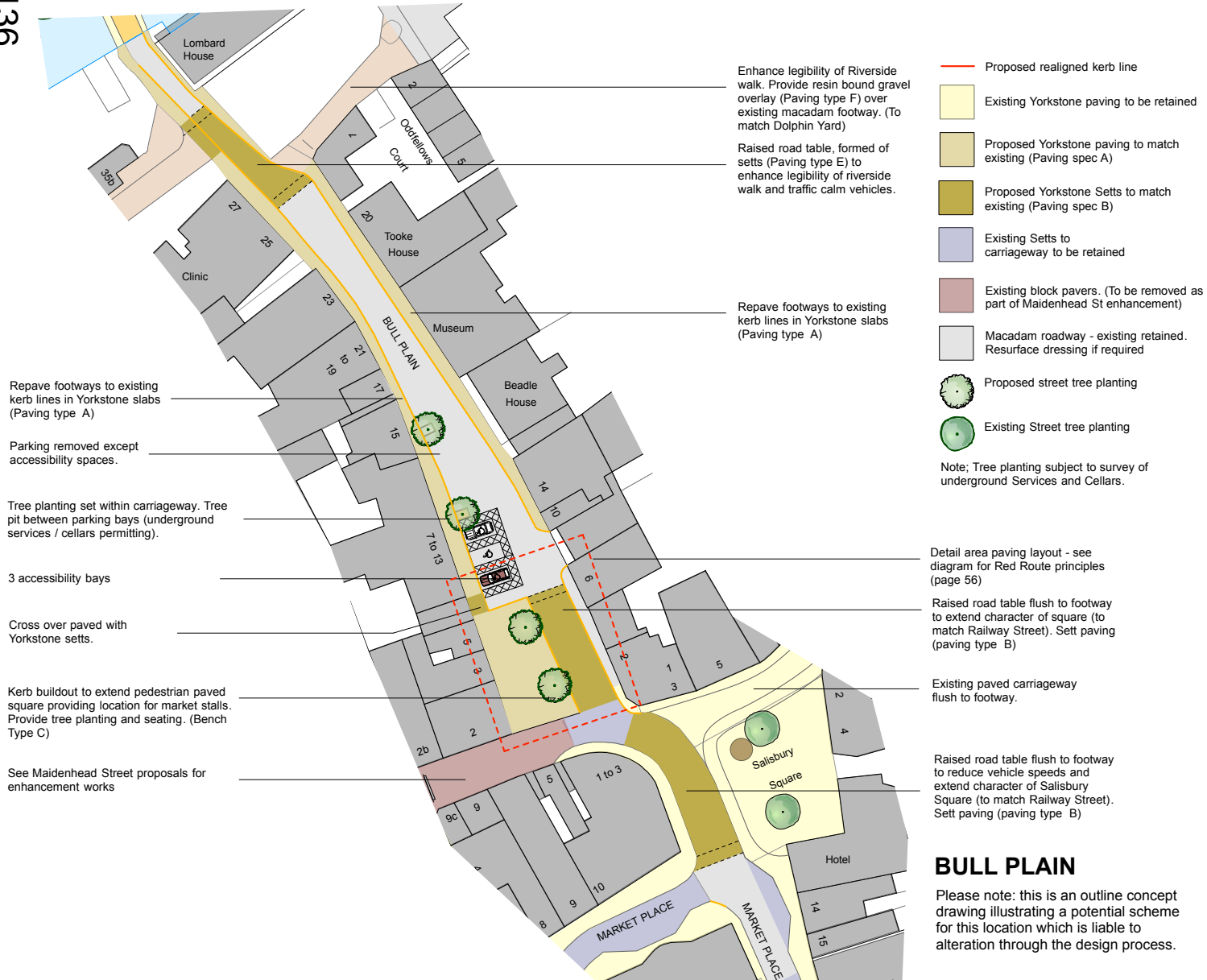
Appendices

Appendix 1:
Illustrative public realm designs

Appendix 2:
Summary of March 2015 Consultation

Appendix 3:
Summary of September 2015 Consultation

Appendix 1: Illustrative public realm designs



BULL PLAIN

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.

Enhance definition between Parliament Sq. and The Wash through paved carriageway at point of existing crossing. This will further help traffic calm route. Surface with Setts (Type D or E).

Define bus only access with signage to Fore Street.

Where required reconstruct carriageway and surface with Setts (Type E).

Kerb build out to extend footway - Yorkstone slabs / granite kerbs to widen footway.

- Proposed realigned kerb line
- Existing Yorkstone paving to be retained
- Proposed Yorkstone paving to match existing (Paving spec A)
- Proposed Yorkstone Setts to match existing (Paving spec B)
- Existing Setts to carriageway to be retained. Relay if required.
- Setts to carriageway (Spec type D or E)
- Macadam roadway - existing retained. Resurface dressing if required
- Proposed slab paving type C

- Proposed street tree planting
- Existing Street tree planting

Encourage safer crossing at this point for those moving between Queen's Road and Castle Street (west).

Remove hard paved area which attracts parking and creates poor visual gateway. Remove footway.

Enhance traffic island either through repaving or raised brick planter as potential location for public art feature.



Detail area paving layout - see page 54 (Brown Route).

Define raised loading bay with sett paving flush to footway to increase potential width of footway. (Setts type D or E).

Define raised loading bay with sett paving flush to footway to reduce pinch point within footway at public house cellar doors.

Enhance definition between Parliament Sq. and The Wash through paved carriageway at point of existing crossing. This will further help traffic calming. surface with Setts (Type E).

Extend footway to create small square outside Longmore Solicitors to reinforce gateway and reduce area of tarmac.

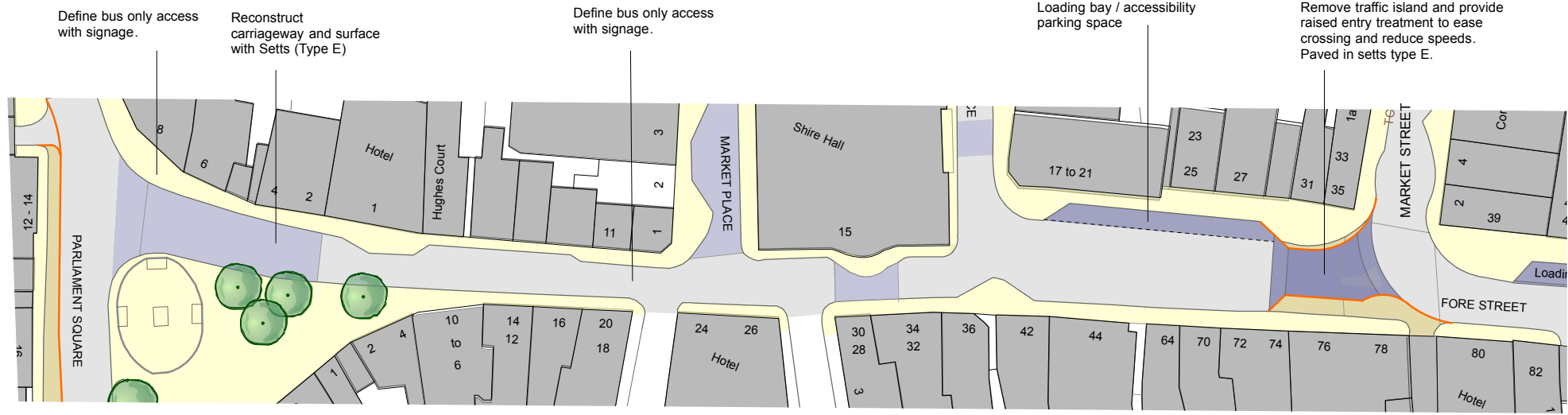
Pave carriageway to extend 'square' and define quiet nature of Castle Street (west). Possible removal of Island.

Remove section of island, convert to cycle lane crossing point only. Shorten length of island to ease vehicle turning right from Castle St (west).

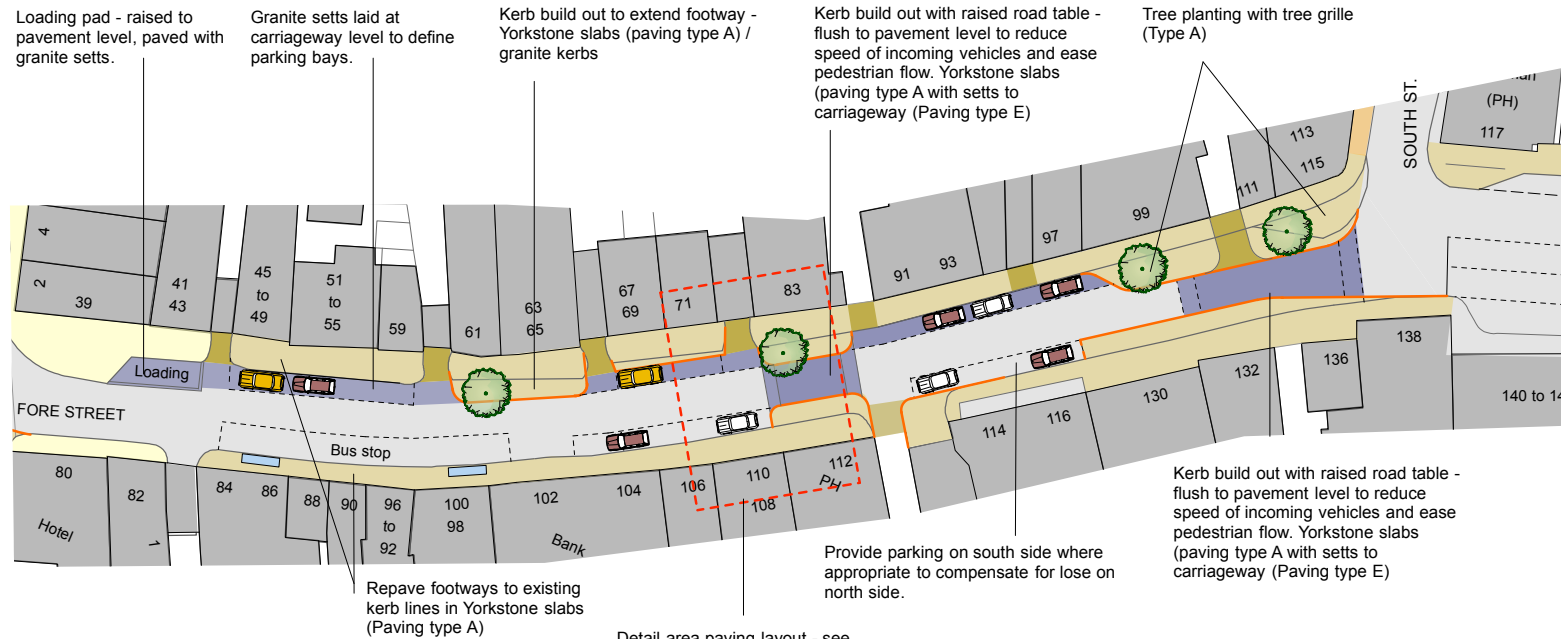
Remove footway spur and plant with hedge and trees to define edge to the Estate Agents open car park area which currently provides a poor visual image.

CASTLE STREET/ PARLIAMENT SQUARE

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.



Fore Street - west of Market Street



- Proposed realigned kerb line
- Existing Yorkstone paving to be retained
- Proposed Yorkstone paving to match existing (Paving spec A)
- Proposed Yorkstone Setts to match existing (Paving spec B)
- Existing Setts to carriageway to be retained. Relay if required.
- Setts to carriageway (Spec type D or E)
- Macadam roadway - existing retained. Resurface dressing if required
- Proposed street tree planting
- Existing Street tree planting

Fore Street- east of Market Street

FORE STREET

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.

Access point based on application 3/14/0590/FP with amendment to the southern kerb line required as part of the station enhancement scheme.

Pavement extension and paved cross over to reduce road width along Mill Road and provide safe pedestrian route

Create paved square to station through raised paved road table and pavement extension paved in Yorkstone slabs to match. Carriageway narrowed to 7.3m wide with 4.5m wide footway to provide secondary emergency access. (Hertford and Ware Urban Transport Plan). Minimum width to comply with DMRB Standards & Roads in Hertfordshire.

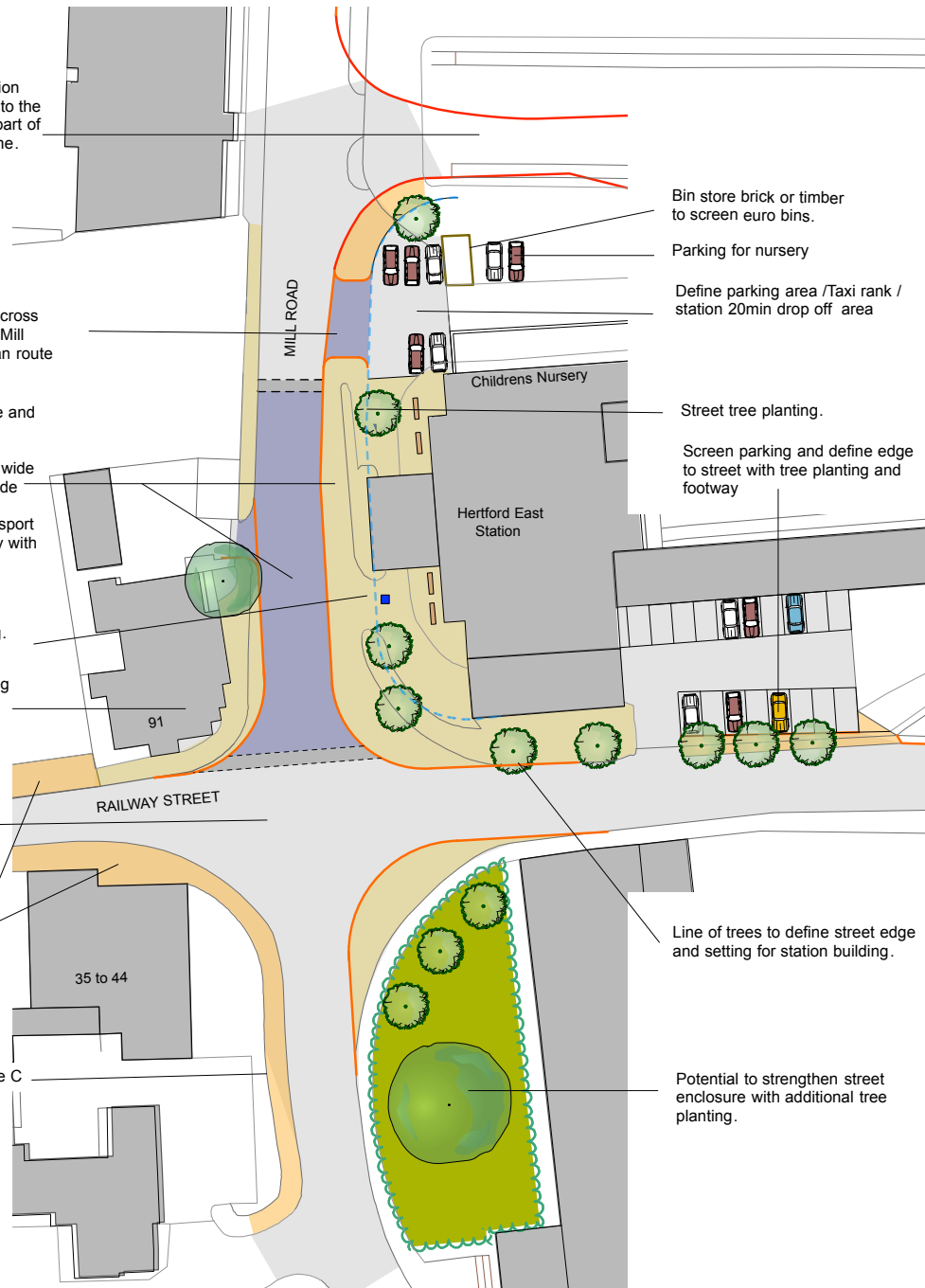
Location for wayfinding / interpretation board and seating.

Enhance setting of listed building with pavement extension repaved in Yorkstone

Signalise junction to ease pedestrian crossing and prioritise north south flows. Detailed design of junction may require realignment of kerb lines. Final layout subject to detailed design development.

Repave footway with paving type C to define pedestrian route into town centre

Repave footway with paving type C to define alternative pedestrian route into town centre



Bin store brick or timber to screen euro bins.

Parking for nursery

Define parking area /Taxi rank / station 20min drop off area

Street tree planting.

Screen parking and define edge to street with tree planting and footway

--- Back edge of Highway land delineated by brass studs.

— Proposed realigned kerb line

Existing Yorkstone paving to be retained

Proposed Yorkstone paving to match existing (Paving spec A)

Setts to carriageway (Spec type D or E)

Macadam roadway - existing retained. Resurface dressing if required

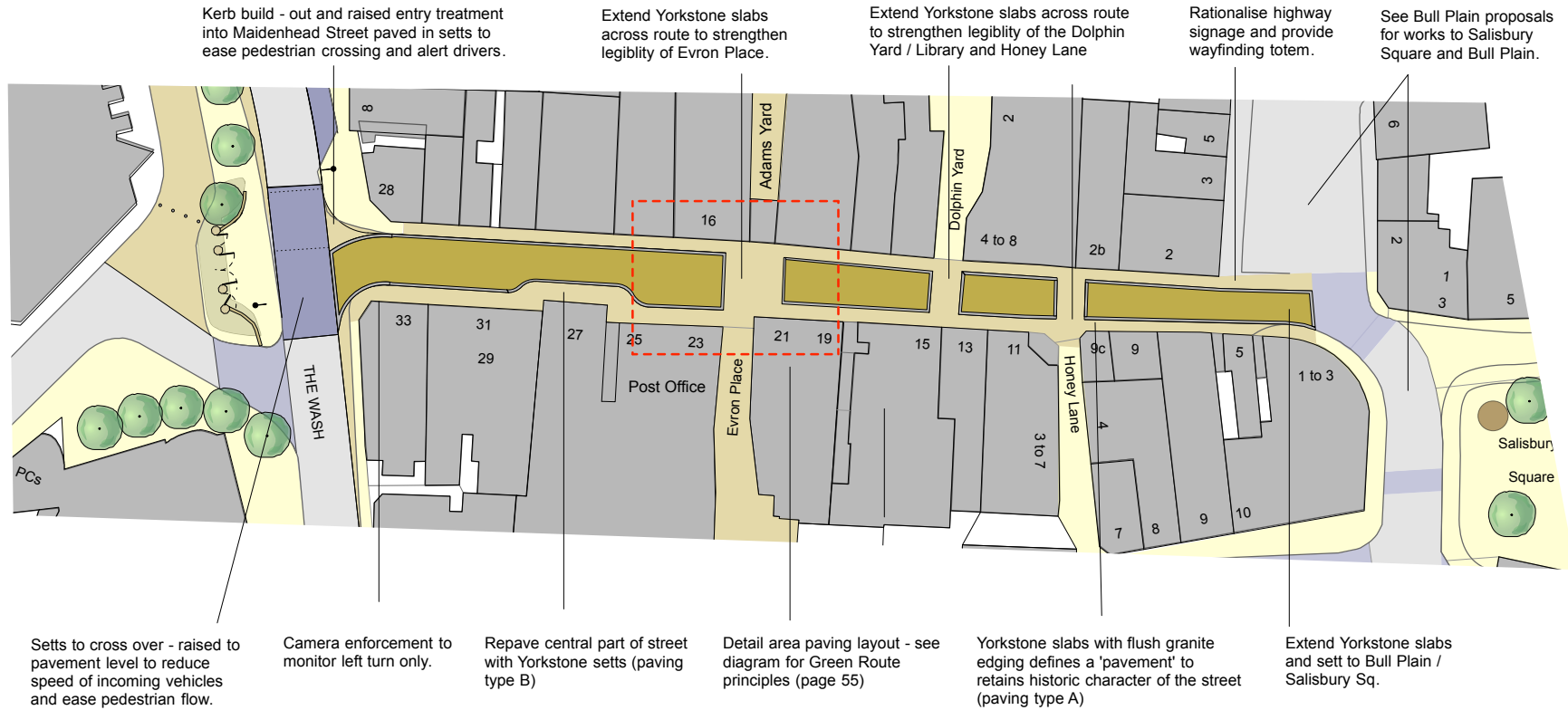
Proposed slab paving type C

Proposed street tree planting

Existing Street tree planting

HERTFORD EAST STATION

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.



TRAFFIC MANAGEMENT PROPOSAL: Maidenhead Street - Change one way flow to be west bound only. Left turn only onto The Wash allows a safe pedestrian crossing point. between Maidenhead Street and the Theatre / Castle Grounds via the Gateway and reduces potential rat running along Maidenhead Street, especially if the traffic regulation for the west end of Fore Street is amended to Bus only access.

- Proposed realigned kerb line
- Existing Yorkstone paving to be retained
- Proposed Yorkstone paving to match existing (Paving spec A)
- Proposed Yorkstone Sets to match existing (Paving spec B)
- Existing Setts to carriageway to be retained
- Setts to carriageway (Spec type D or E)
- Macadam roadway - existing retained. Resurface dressing if required
- Existing Street tree planting

MAIDENHEAD STREET

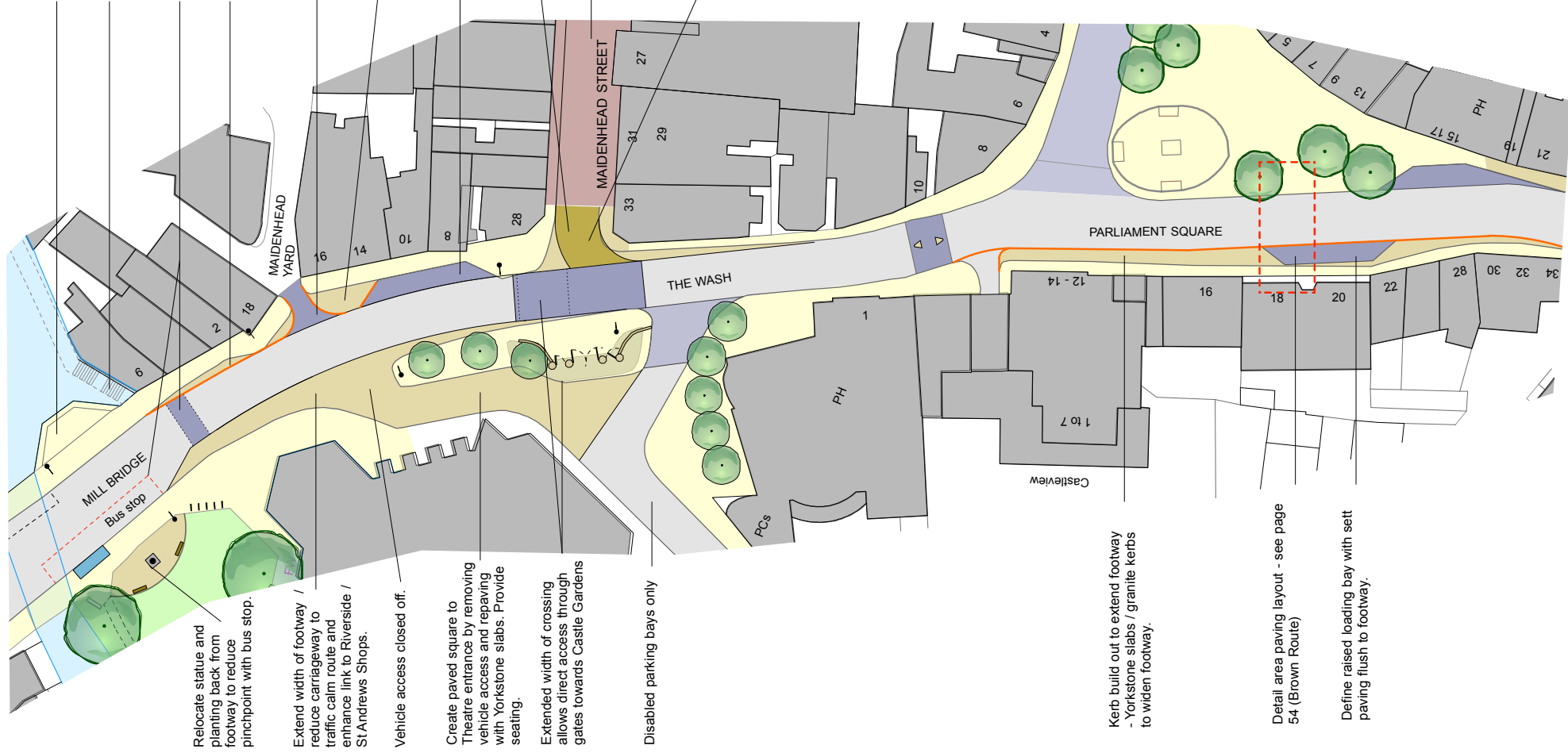
Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.



OLD CROSS

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.

27 **Label**
 Create view point from bridge removing planting bed, repaving with Yorkstone slabs. Location for wayfinding / interpretation board.



Potential location for riverside path linking to Mill Bridge.

Pedestrian crossing light controlled. Setts to carriageway to define crossing and add traffic calming. Require Bus stop to relocate 5mns north.

Kerb build out to extend footway - Yorkstone slabs / granite kerbs

Setts to cross over - raised to pavement level to reduce speed of incoming vehicles and ease pedestrian flow.

Kerb build out to extend footway - Yorkstone slabs / granite kerbs

Proposed flush loading bay with sett paving.

Raised entry treatment into Maidenhead Street paved in setts.

See Maidenhead Street sheet for enhancement proposals.

Maidenhead Street - Change direction of one way flow to be west bound only. Camera enforcement. Left turn only allows a safe pedestrian crossing point. between Maidenhead Street and the Theatre / Castle Gardens via the Gateway

- Proposed realigned kerb line
- Existing Yorkstone paving to be retained
- Proposed Yorkstone paving to match existing (Paving spec A)
- Proposed Yorkstone Setts to match existing (Paving spec B)
- Existing Setts to carriageway to be retained. Relay if required.
- Setts to carriageway (Spec type D or E)
- Existing block pavers
- Macadam roadway - existing retained. Resurface dressing if required
- Existing Street tree planting

Relocate statue and planting back from footway to reduce pinchpoint with bus stop.

Extend width of footway / reduce carriageway to traffic calm route and enhance link to Riverside / St Andrews Shops.

Vehicle access closed off.

Create paved square to Theatre entrance by removing vehicle access and repaving with Yorkstone slabs. Provide seating.

Extended width of crossing allows direct access through gates towards Castle Gardens

Disabled parking bays only

Kerb build out to extend footway - Yorkstone slabs / granite kerbs to widen footway.

Detail area paving layout - see page 54 (Brown Route)

Define raised loading bay with sett paving flush to footway.

THE WASH / MILL BRIDGE

Please note: this is an outline concept drawing illustrating a potential scheme for this location which is liable to alteration through the design process.

Appendix 2: Summary of March 2015 Consultation

This document is a summary from all the representations received, notes recorded at the events, and general observations arising from the consultation.

- This was the first of two major public consultation events focusing on the Urban Design Strategy: a genuine opportunity for local people to shape their town's future.
- The 'Drop-in' sessions took place between 10am and 4.30pm on Friday 20th and between 9.30am and 12.30pm on Saturday 21st March 2015.
- 166 people registered as having attended on the first two days (although others also attended who did not sign in). The exhibition then transferred to the Hertford Theatre for an additional six days (unstaffed) to allow further participation in the consultation.
- Many people attending the drop-in sessions spent a considerable amount of time – often over an hour - viewing the exhibition material and providing comments.
- The enormous number of comments ranged from very broad matters to highly specific details.
- The consultant team (from Tibbalds Planning and Urban Design) are confident that they are aware of all the key issues, and have also had some really good ideas suggested by contributors.

What was there? What could people contribute?

- The main way for people to contribute was by ticking, crossing and writing on wallsheets, which sought to illicit local people's issues and ideas around a series of 5 topics (with space for anything else to be included that did not fit within these topics).
- Participation was also encouraged via adding comments to a form called 'The good, the bad and the ugly', as well as providing views on a sheet specifically relating to issues around the way of arriving into the town.
- There was also a 60 minute sign-up walking tour around the Town Centre where discussions could be held on-site and views of participants were recorded.
- The consultant team and East Herts Council officers were present at all times to help, advise, and discuss the exhibition material. Officers of both Hertfordshire County Council and Hertford Town Council and several local Councillors also attended the event and contributed to discussions.

The following provides the 'headlines' from the results on the wallsheet topics.

General comments

- The topics Economy and Movement received the most comments – which provided a good overview of the current situation.
- Overall agreement is shown on several boards about the regeneration of the riverbanks –180 Ticks received throughout the exhibition period.
- There were also a great number of comments on Hertford as a tourist destination as well as thoughts about the town's identity.

Movement and Transport

- The board seeking views about the way people arrive into the town showed that the majority of the exhibition visitors come on foot.
- There was a clear statement about the need to maintain a bus station in a central location as buses are an important means of transportation.
- The second highest score in the whole exhibition was for 'pay on exit' car parks to enable visitors and citizens to spend time in the town centre without constant worrying about pay and display tickets expiring.
- Preference was expressed for a sustainable approach to limit cars in the centre and subsequently pedestrianise the heart of the town.
- Another strong point was made concerning the walking and cycling environment, which needs to improve (e.g. pavement improvements, widening of sidewalks, prioritising of pedestrians and cyclists in daily traffic).
- The latter was added to with comments about barriers for pedestrians and cyclists (pointing out the junctions of Old Cross/St. Andrew Street, Fore Street/Railway Street).
- Concerning the A414/Gascoyne Way, a significant amount of comments were received about the difficulties of arriving or leaving the town centre.

Environment

- One of the biggest and clearest responses was about the need to regenerate and transform the riverbanks into a pleasant destination within Hertford.
- The high volume of traffic and its negative impact on surrounding realms were views often expressed throughout the exhibition.
- A strong concern was the missing or wrong signage throughout the centre.
- There was a clear statement about the amount of litter in shopping areas, which was also related to the untidiness around unoccupied shops.
- The latter was also related to certain shopping areas like Maidenhead St/Bircherley Green, where the need for change was expressed strongly.
- Another point was made regarding the small amount of street furniture in key locations (Bircherley Green/Castle Grounds), which needs to be improved.
- Improved street seating would enable people to stay in the centre as well as rest.

Character and History

- The history of Hertford, its historical buildings and the rank of County Town are important parts of the character – there was a strong support to use these assets and promote the identity of Hertford and make it a destination.
- In relation to this there was a clear interest stated in improving as well as extending the offer of cultural attractions and forming an overall tourism strategy (events, workshops etc.).
- As a Market Town, the need was expressed to expand the Market, change the frequency to weekly and offer higher diversity.

Economy

- There was a strong interest in widening the range of shops available in Hertford as an addition to the independent shops, which received the third most amount of ticks (variety/ more diversity/ High Street retail).
- Related to the latter, was the matter of unoccupied shops in the town centre, which should be reduced because they affect a decline in the surrounding public realm.
- Over 50 comments and ticks were received regarding a suggested reduction in business rates and thereby help encourage new shops into existence.
- The discussion also produced the idea of offering in-between uses like Galleries, Pop-up shops or Farm shops to fill in until a proper shop could be established.
- Included in the reflections over the economic future of the town centre, was the thought of an eco-system of businesses, which also gives the opportunity for offices and start-ups to settle down.
- There was very strong support for enhancing the experience of the farmers market, including a higher frequency and higher diversity of the stalls.
- There were strong feelings against Waitrose vacating Bircherley Green, as it offers specific quality products in a central location.
- There was broad agreement in terms of the unoccupied Marquee to encourage a change of use (e.g. mix of residential and business hub/workshops/creative offices).

Appendix 3: Summary of September 2015 Consultation

Hertford Town Centre Urban Design Strategy Engagement Summary

November 2015

1. Background

The purpose of the Hertford Town Centre Urban Design Strategy is to inform the future development of the town centre. When complete it will provide guidance for prospective developers and inform planning decisions involving applications for any development in the town centre.

The project commenced in early 2015. Tibbalds Planning and Urban Design were appointed by an open tendering process to lead the project. They were joined by a Team consultants including, transport specialists, landscape architects, viability and retail experts.

The project was split into 5 distinct stages. This report summarises the engagement activity undertaken in Stage 5, the final stage of the project.

2. Purpose

The purpose of engaging with the public at this stage was to:

- Share the strategy with elected members;
- Exhibit the draft Hertford Urban Design Strategy; and
- Gather responses to various options put forward in the document.

The feedback gathered will help to inform the final version of the strategy.

3. Engagement Format

3.1. A workshop with elected members from the County, District and Town Councils was held on the 18th of August at East Herts Council's offices. The Tibbalds Team presented slides summarising the strategy. The presentation followed the structure of the strategy document and was split in to distinct chapters. At the end of each chapter time was given over to discuss the proposals and gather feedback surrounding the various options put forward.

3.2. The Elected Member Workshop was followed by a public exhibition. This was held on Friday the 4th and Saturday the 5th of September 2015 at the Mill Bridge Rooms, Hertford. It was open to the public from 11am -5pm on the 4th and from 10am-4pm on the 5th.

3.3. Like the presentation to members, a series of boards were designed to summarise the chapters of the Draft strategy. These were:

- A summary of previous engagement and how it has influenced the strategy.
- The vision and objectives.
- The place-making strategy.

- Movement and transport.
- Public realm strategy.
- Key sites design.

3.4. Opportunities for the public to state their opinion on various issues were presented via a questionnaire integrated with the board content. The public were invited to state whether they agreed, disagreed or were neutral about the propositions made by sticking dots next to their preferred answer. They were also asked to prioritise various options presented. Paper copies and a link to the online questionnaire were made available for those who wished to provide more detailed feedback or have more time to consider their response. The paper copies could be returned on the day, or later by post or allocated collection points around the Town.

3.5. Representatives from the County and District Councils and Tibbalds were in attendance to answer any questions.

3.6. The exhibition was moved to Hertford Theatre for a further week. This was not staffed, however it offered members of the public a further chance to see hard copies of the strategy and the exhibition boards and also to provide any feedback.

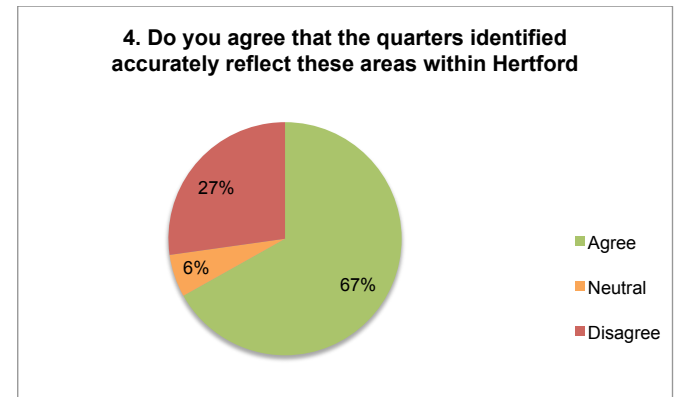
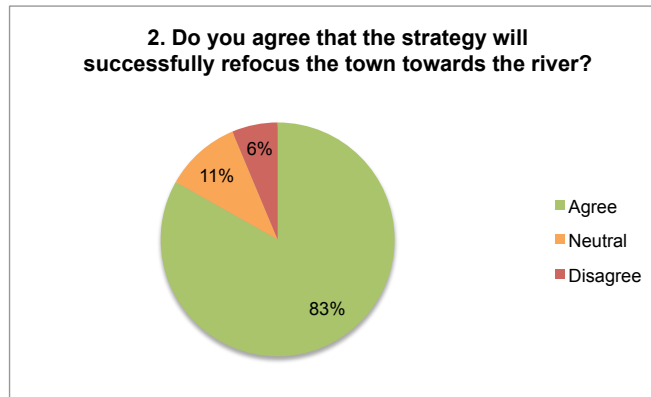
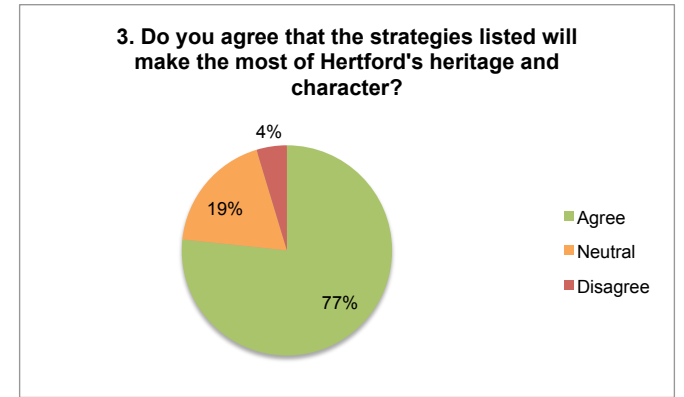
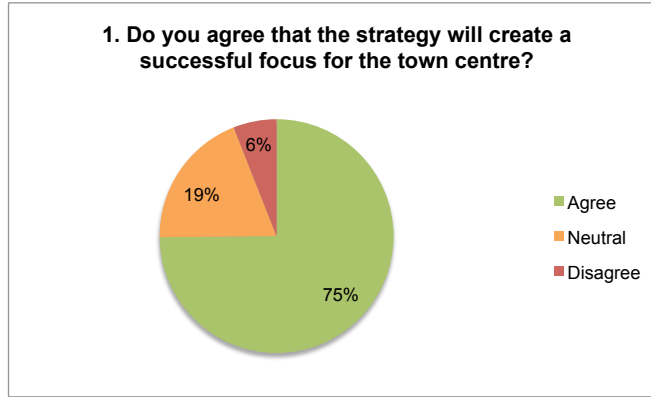
3.7. All of the materials presented at the exhibition were uploaded to the East Herts website for the duration of the consultation. People were able to comment on the draft Strategy either by downloading a PDF copy of the questionnaire (with various drop-off locations provided) or by following a link to an online version of the questionnaire. Responses were also collected by email.

Response

- 4.1. Approximately 200 people attended the events on the 4th and 5th of September. We received up to 150 responses per question on the exhibition boards.
- 4.2. We received 61 responses to the online version of the questionnaire, 11 hard copies and 2 sets of written comments.
- 4.3. We received 5 emails with comments via the Hertford TCUDS web address.
- 4.4. The Town Council and Civic Society provided individual responses.

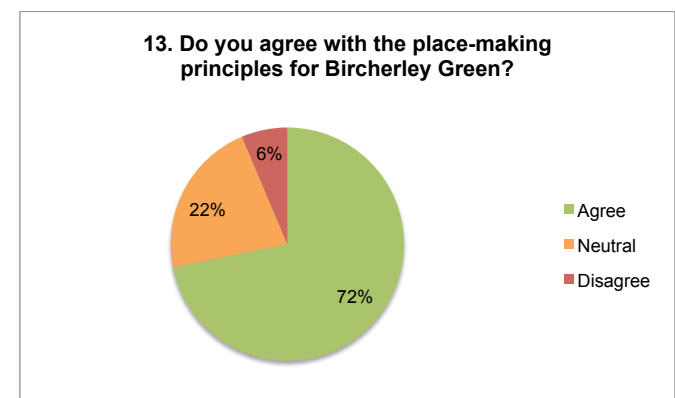
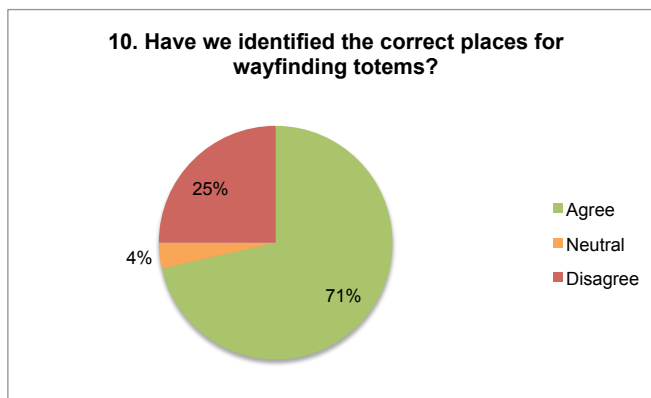
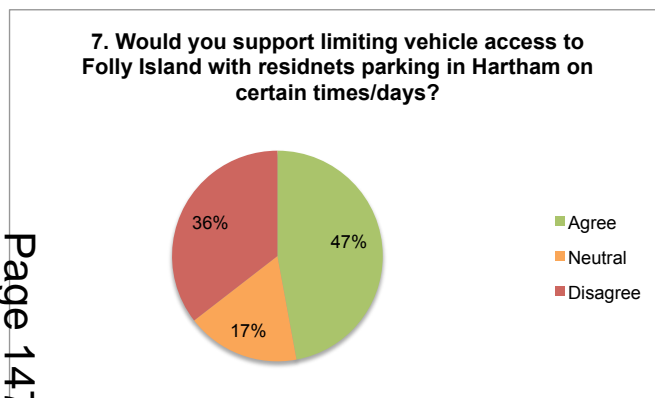
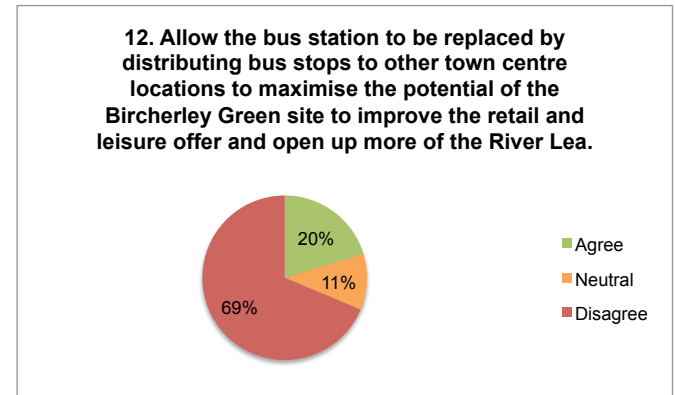
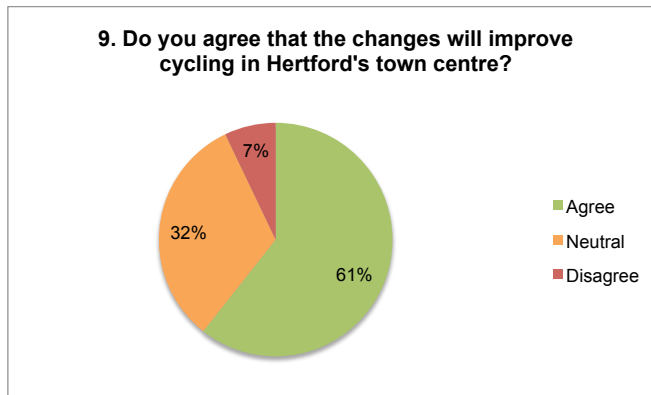
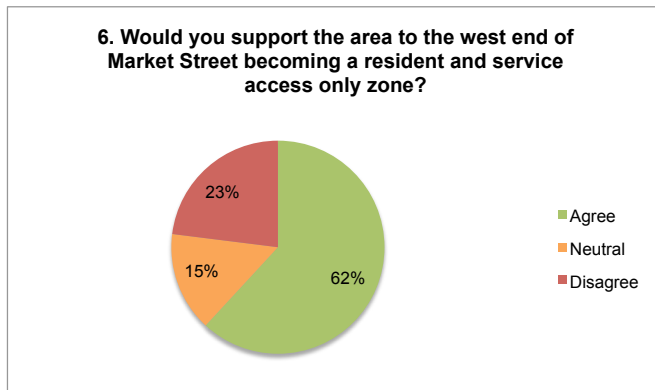
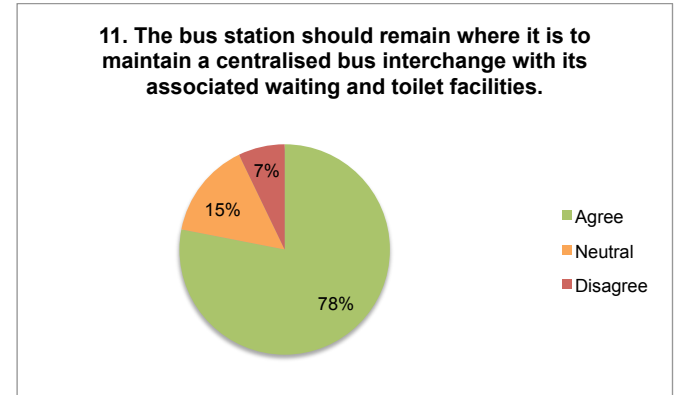
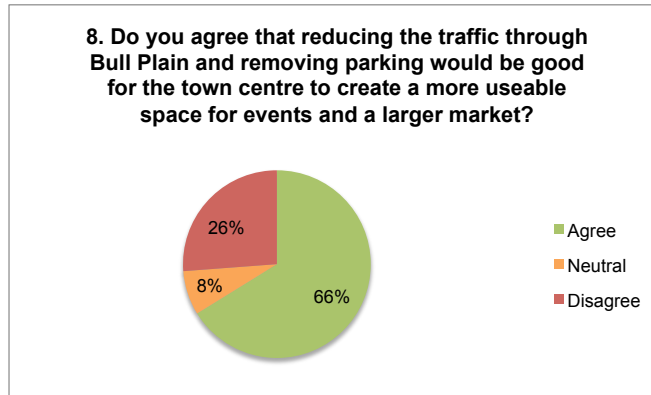
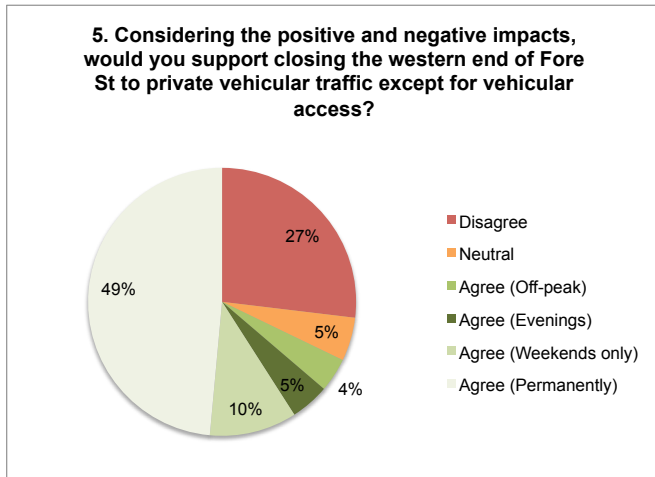
5. What were the results?

- 5.1. The below summarises all of the responses received on the exhibition boards, online and paper surveys. A summary of additional written responses and comments is provided in 5.6.
- 5.2. Place-making Principles.

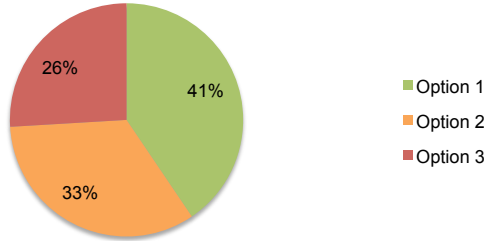


5.3. Movement, Transport and Public Realm Boards 5, 6 and 7.

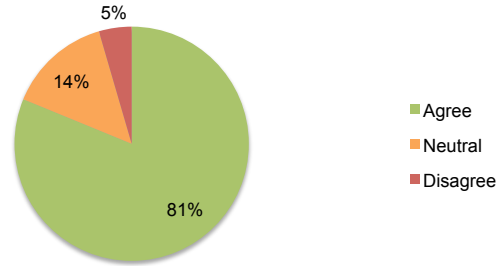
5.4. Key Sites - Bircherley Green, Maidenhead Street and The Marquee.



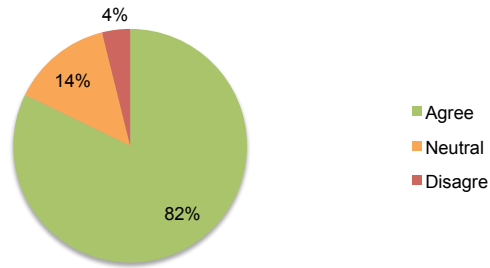
14. Which option do you think is best for Hertford?



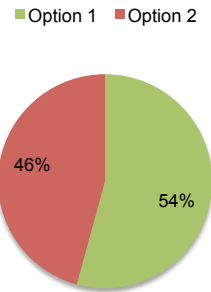
17. Do you agree with the place-making principles for the Marquee?



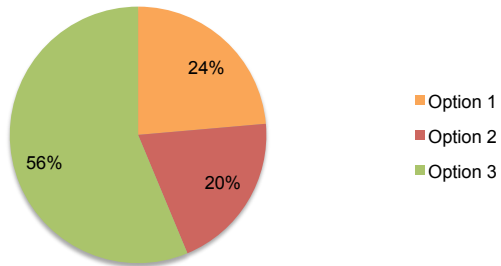
15. Do you agree with the place-making principles for Maidenhead St?

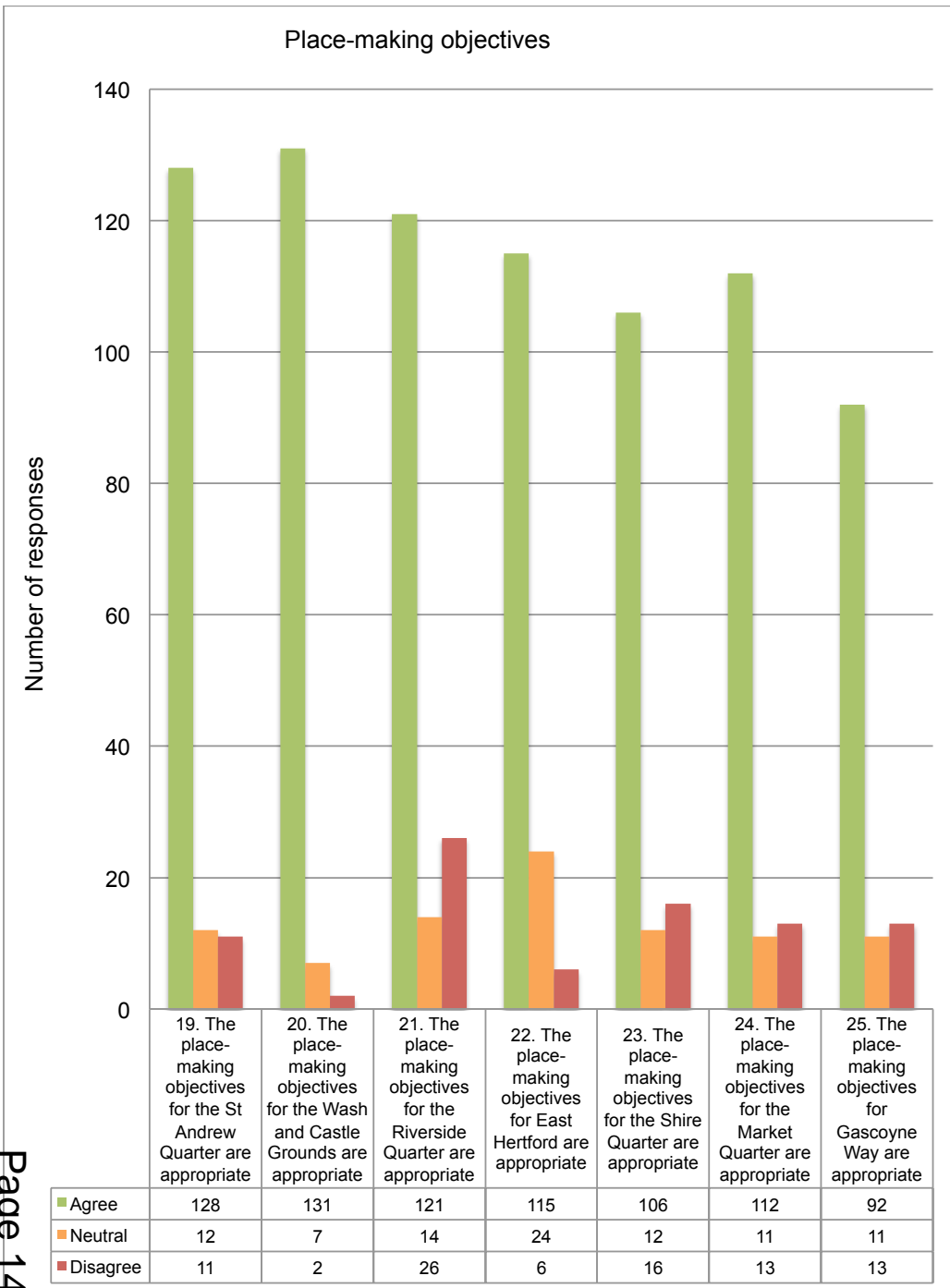


18. Which option is best for Hertford?



16. Which option is best for Hertford?





5.5. Summary of additional written comments.

Many additional comments were received in addition to the questionnaire responses. There were many recurring issues and suggestions. These are summarised below:

- Feeling that the town is too small for quarters (5 comments, + Civic society).
- Rename the Castle Quarter the Castle and Arts Quarter (1 comment).
- Rename the Market Quarter, The Salisbury Quarter (Town Council).
- Consider a further quarter at Hartham Common (1 comment).
- Need to look in more detail at the routes (pedestrian and cycle in and out of the town. (Suggestions include the route from Hartham, Adams yard, West Street, Cow Bridge, North Road and Bean Road (6 comments + Civic Society)).
- Requests for a bolder cycling strategy and to look at the wider area (3 comments)
- Opposition to new cinema (2 Comments + Town Council).
- Request that we investigate boating on the river in more detail – look at moorings at Meads (3 comments).
- Ensure that cyclists are allowed on Fore Street if it is closed at the western end (3 comments).
- Market Street should retain disabled badge parking (2 comments).
- Wayfinding totems/additional are unnecessary and will not complement the historic environment (7 comments + Town Council).

- Additional locations for Totems includes: Folly Island, Hartham, Sainsbury's, West Street, Hertford North/ East, junction of Fore Street and South Street, Junction of Railway Street and Bircherley Green, Castle Gates, middle of Maidenhead Street.
- Need to provide shop front design guidance / guidance on maintaining listed buildings (3 comments+ Civic Society).
 - Bircherley Green redevelopment should provide office space (2 comments).
 - Need to provide smaller units at Bircherley Green as well as larger ones (2 comments+ Civic Society).
 - No need for banners on St Andrew Street (3 comments, town council+ Civic Society).
 - Further investigate Thornton Street Bridge (3 comments + Civic Society).
 - No need for additional bridge at Dolphin Yard (1 comment+ Plus Town Council).
 - Support for boardwalk along Mill Bridge (2 comments + Town Council + Civic Society).
 - Like the human scale of Bircherley Green (1 comment + Civic Society).
 - Town Council do not approve of removal of the Shelter in Castle Grounds – a member of the public suggested that it could be converted into a café.
 - Pay on exit parking desired (4 comments).
 - Town Council oppose anything that changes on-street parking arrangements.
 - Character of cycle racks must be historic (Town Council).

- Need to be more ambitious with plans for Gascoyne Way and consider what could be done to improve it (3 comments).
- Open up the River Front in Option 2 Bircherley Green (4 comments + Civic Society)
- Green Fingers/green infrastructure are not included in the strategy (1 comment).
- Town Council opposed making Gascoyne way car park 'an eye catching attractive landmark' preferring planting to improve its appearance.
- Consider hotel use at Bircherley Green.
- Need to look at boating on the River Lea in more detail (4 comments).
- Develop tourism strategy (3 comments).

6. Conclusions

6.1. Place-making Principles.

The results of our survey reveal a high level of support for the overall place-making principles:

- 75% of people who responded to the survey stated that they agreed that the strategy will successfully create a focus for the town centre.
- 83% agreed that the strategy will successfully re-focus the town towards the river.
- 77% agreed that the strategy would make the most of Hertford's heritage and character.
- 67% agreed that the quarters accurately reflected the areas within Hertford.

6.2. Place-making Principles Actions resulting from engagement.

- Although there was some objection to the creation of quarters, this is a key part of the strategy and should be retained. It does not harm the physical character of the town and allows businesses to promote themselves more effectively.
- Remove idea to brand St Andrew Quarter with banners (including opposition from the Town Council, Civic Society and concerns about maintenance from the County Council).
- Make the following name changes – Market Quarter to become the Salisbury Quarter, and rename East Hertford as Bluecoats Quarter to distinguish it from the train station.
- The study needs to be more explicit about moorings and navigation. It should also include the existing location of moorings on the River (Hertford Meads).

- There was a desire for the strategy to include more detailed design guidance for shopfronts and historic buildings. While this is outside the scope of this project, it is desirable thing for East Herts. The final document should state that this is something that could be developed and supplement the study in the future.
- There was some support to further investigate the possibility of creating a new vehicular bridge to Folly Island at the site of the existing Thornton Street pedestrian bridge (from Hartham Lane end). The potential benefits of having a new bridge are substantial for improvements and environmental quality in the Town Centre, but this would come at the expense of traffic diversion via Hartham Lane and also disbenefit to some residents on Folly Island who would be impacted by a new structure and rerouted traffic. This had been dismissed as part of this Strategy due to technical and ownership constraints. However, a northern access is a long-term aspiration for the town and may become possible in the future.

6.3. Movement Strategy and Public Realm.

The movement strategies were slightly less supported than the place-making principles.

- 49% agreed that the western end of Fore street should be closed to private vehicles – with a further 24% stating that they would agree to closing the street at off peak times only.
- 62 % stated that they would support the area to the west end of Market Street becoming a resident and service access only zone.
- 47% stated that they would support limiting vehicle access to Folly Island on certain times and days.
- 66% agreed that reducing traffic through Bull Plain and removing parking would be good for the town centre and create a more useful market place.
- 61% agreed that the changes would improve cycling in Hertford's town centre.
- 78% of people agreed that the bus station should be kept in its current location and maintain a centralised bus interchange. In addition 69% of people stated that they disagreed that the bus station should be replaced and stops distributed around the town.

6.4. Movement and Public Realm Strategy - Actions resulting from engagement.

- While a level of support has been suggested, any changes to the movement network will need to be carefully considered in light of potential impact on the local and wider network..
- The strategy must clearly state that cyclists should be allowed to enter the western end of Fore Street if it was closed to private vehicles.
- The strategy must clearly state that Blue badge holders should be considered in the parking strategy to the west end of Market Street.
- The cycling strategy needs to be more robust and include actions to improve the wider routes in and out of the town centre, in particular from Hertford East Station. It should look at promoting the cycle route alongside the River Beane as an alternative to the A119.
- Pay on exit parking was a common suggestion. In addition to written comments, many people mentioned this verbally at the consultation events. This is not a planning issue; however, East Herts Council should consider this alongside this strategy.
- Additional wayfinding totems should be considered at: Folly Island, Hartham Common, Sainsbury's at Hartham, West Street and Hertford North Station.
- One of the primary aims of the project is to de-clutter the streets of unnecessary signs, barriers, planters, lamp columns etc. Some people were concerned that wayfinding totems would be placed in the town without removing existing poor quality street clutter. This is not the case. The final strategy must clearly express that it will be removed.

Although most people thought that we had identified the correct routes in the town centre, there is a need to widen the study area to consider the pedestrian routes in and out of the town centre. These include the routes from: Hartham, West Street, Cowbridge, North Road and Beane Road.

- There was a high level of support for all of the area based public realm place-making principles.
- There was some criticism that the strategy is not ambitious enough in its approach to Gascoyne Way. Although it is highly unlikely that any radical changes to the Road, such as covering it over, will happen within the lifespan of this strategy, it is perhaps sensible to consider what may be possible in the future and anticipate this in the strategy.
- The strategy has not looked at wider green infrastructure. This is currently outside the scope of the study, which focuses on the town centre, but could be included in the public realm strategy.
- Options for crossing the river as well as a pedestrian walkway at Dolphin Yard should remain in the final strategy.

6.5. Key Sites.

The place-making principles for Bircherley Green, Maidenhead Street and The Marquee were supported.

- Option 1 was the most popular option for Bircherley Green with 41% stating that this was the best option for the town. Option 2 received 33% and 26% supported Option 3.
- Whilst the mix of uses presented in Option 2 was often praised by the comments received, the development along the riverfront was not. This may have influenced preferences towards Option 1 rather than the provision of a large superstore.
- Option 3 was the most popular option for Maidenhead Street with 56% stating that this was the best option for the town. Option 2 received 20% and 24% supported Option 3.
- Option 1 was the most popular option for The Marquee with 54% stating that this was the best option for the town. 46% preferred Option 2.
- 78% of people agreed that the bus station should be kept in its current location and maintain a centralised bus interchange. In addition 69% of people stated that they disagreed that the bus station should be replaced and stops distributed around the town.

6.6. Key Sites - Actions resulting from engagement.

- The mix of uses in Bircherley Green Option 2 Green was generally welcomed. However, the development of apartments along the riverfront was not. Considering the written comments received it seems that it was this rather than the mix of uses that made people choose Option 1. An option for Bircherley Green should be developed that delivers a hybrid of Options 1 and 2 and is flexible enough to house a number of uses. It should mix the land uses of Option 2 and the open riverfront of Option 1. Office uses should also be considered.
- Option 3 was the preferred option for Maidenhead Street. This option would involve comprehensive redevelopment of the western edge of the street. This would potentially be difficult to achieve. Verbal and written comments suggest that people chose this Option as it closes down Evron Place (currently perceived as a location for anti-social behaviour). This principle could be integrated into one of the other options.

NOTE: We propose to include an 'Urban Design Framework' in the final document. This would set out the principles for development rather than a clearly defined option.

Hertford

Town Centre Urban Design Strategy

EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 25 FEBRUARY 2016

REPORT BY THE LEADER OF THE COUNCIL

BISHOP'S STORTFORD NORTH S106 SPORTS INVESTMENT STRATEGY, DECEMBER 2015

WARD(S) AFFECTED: All Bishop's Stortford wards

Purpose/Summary of Report

- This report presents the Bishop's Stortford North Section 106 Sports Investment Strategy, December 2015, to support the Council in its management of up to £3.65 million Section 106 contribution for the improvement of local sports facilities.
- The report seeks agreement to use the Strategy as part of the evidence base to inform and support preparation of the District Plan and to inform Development Management decisions and that the Steering Group be empowered to consider and make recommendations for future investments in consultation with relevant parties.

<u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:	
(A)	the project prioritisation criteria be approved;
(B)	the Steering Group, in conjunction with the Executive Member for Health and Wellbeing, be empowered to consider and make recommendations on future investments to Council following consultation with the Sounding Board; and
(C)	the Bishop's Stortford North S106 Sports Investment Strategy, December 2015, be agreed as part of the evidence base to inform and support preparation of the East Herts District Plan and for Development Management purposes.

1.0 Background

- 1.1 Bishop's Stortford North is a mixed use development of 2,529 new homes plus community infrastructure including schools, health facilities, sports provision and community buildings. The whole site comprises 156 hectares on land reserved for development in the 2007 Local Plan known as Areas of Special Restraint 1 to 5 (ASRs) and a Special Countryside Area (SCA). Outline consent was granted for ASRs 1 to 4 in April 2014, Full planning consent for the first phase of development in ASRs 1 and 2 was approved in April 2014, outline planning consent was approved for the final phase of development in ASR 5 in August 2015. As part of the planning permission, agreements were made to secure up to £3.65 million to be invested in sports facilities in the town.
- 1.2 Plozajski Lynch Consulting Ltd (PLC) were commissioned by East Herts Council to undertake this study to provide a framework that will enable the Council to utilise the funding in the most effective, efficient and economic manner.
- 1.3 The full document is available to view on the Council's website (see link under Background papers).

2.0 Report

- 2.1 The Sports Investment Strategy report comprises eight chapters, with chapter 1 introducing the study, setting out the rationale and scope of the work and the methodology employed. In order to understand how best to utilise the funding, a robust, evidenced-based strategy is required to identify local needs, identify the needs arising from the development, identify existing or potential new projects that may assist in meeting these needs, and establish a criteria-based approach to evaluating potential projects in order to assist the Council in deciding how best to utilise the funding gained, possibly in combination with other investment projects.
- 2.2 Chapter 2 summarises the proposals for the BSN development in terms of the quantum of development and its phasing, and in terms of the projected population growth arising from the development. The development of 2,529 new homes will generate an estimated population of 6,070 based on a national average household size of 2.45 people per dwelling. This growth can be matched to the existing demography (age profile) of the town, and

subsequently against the sport participation models used by Sport England to calculate demand for particular types of activity. An increased population of 6,070 people will significantly increase demand for sports facilities in the town.

- 2.3 This population growth is also used to calculate the financial contributions required to mitigate the impacts of this increased demand in terms of Section 106 negotiations. The development itself includes the construction of a new Hoggate's Park football ground and pavilion (£1,095,000), in addition to a total funding of £3,650,000 secured through the S106 agreement. The funding is phased to coincide with the development.
- 2.4 Chapter 3 considers the wider local context, including existing demographic, health and economic information. There is a relatively young age profile, a healthy and active population and lower levels of deprivation in the town, which will result in proportionally higher demands for sport and physical activity.
- 2.5 Chapter 4 considers the influences of strategic priorities and policies; local (including those of Uttlesford District Council and the Neighbourhood Plan for Silverleys and Meads) and national. All local and national strategic policies are supportive of the need to provide facilities meet the sport and physical activity needs of local communities and to increase participation where possible. Appendix 1 of the strategy provides more detail about these policies.
- 2.6 Chapter 5 summarises the general position with regards to existing sports provision in the town. This draws on market segmentation data (the types of activities particular types of individuals are likely to participate in), the types of provision available and how this is provided, and the results of various user surveys. Further detail on the current demand for sport is provided in Appendix 2 of the strategy. An unusually high proportion of facilities are through the dual use of secondary school facilities. This has the effect of limiting access to evenings and weekends. So even though there appears to be good numbers of facilities, their usage capacity is quite limited. There is an imported demand from settlements in the vicinity of Bishop's Stortford. This does however provide opportunities to work with Uttlesford District Council to unlock improvements to facilities. There are very active and well-managed voluntary sports clubs, which provides a network of providers who would be well-placed to utilise funding to make improvements.

- 2.7 Chapter 6 analyses the current sports facilities in Bishop's Stortford, using a methodology advocated in Sport England's 'Assessing Needs and Opportunities Guide' (2014). This is an important step in this strategy. If there is any spare capacity in some types of existing facilities, it may be able to cater for the additional needs arising from the development, or if existing facilities are used to capacity or there is a demonstrable shortfall in current provision, extra capacity may be developed utilising some of the S106 funding. An assessment was undertaken for the following types of facilities, and a brief summary of the assessment is provided in Table 1 of **Essential Reference Paper 'B'**. A detailed audit of current facilities is provided in Appendix 3 of the strategy.
- 2.8 Chapter 7 of the report sets out a number of existing proposals for development of sports facilities throughout the town and examines the extent to which they might address the needs arising from the BSN development. Further detailed analysis of the needs arising from the BSN development is contained in Appendix 4 of the strategy. There are currently 11 projects of various scales which could meet some of the needs arising to different extents. Table 7.2 of the Strategy (copied as Table 2 in **Essential Reference Paper 'B'**) details the location, the type of development, estimated costs, the potential sources of funding, the needs addressed and the risks of each project. It should be noted that these projects are those that have already been identified to meet existing needs or aspirations of schools or clubs. Additional funding from the S106 contribution could allow some of the more advanced projects to be adapted to meet a greater number of needs. For some projects, where funding sources are unknown and are therefore less 'shovel-ready', the S106 funding could be the only means of the project coming to fruition.
- 2.9 Chapter 7 also considers whether there are alternative means to address the needs arising from the BSN development. Whilst the existing proposals could potentially meet all the identified sports needs arising from the BSN development, consideration needs to be given to whether the proposals represent the best way of making the necessary provision. Three alternative means are presented, including a single sports hub arrangement, a multiple sports hub arrangement or the enhancement of existing sites. Each option has positive and negative considerations.
- 2.10 A single sports hub would involve the creation of a new facility built to high specifications which would have the operational

economies of scale and would be able to meet the majority (if not all) of facility needs in one location. However, such a facility could require in excess of 25 hectares of land, which would inevitably be outside the built-up area of the town. Also, to replace buildings which have recently seen investment may not represent the best value solution.

- 2.11 A multiple hub arrangement would involve meeting all the main facility needs in several locations, including enhancing existing sports facilities as well as providing new sites. This option may be more deliverable on a number of smaller sites that may be more feasible to obtain permission and be located more centrally.
- 2.12 The enhancement of existing sites option would involve enhancing existing or already secured sites. This option has several advantages, namely secured land holdings, established facility management options and in most cases existing clubs, management, coaching and competitive structures, and an active membership, all of which are well placed to accommodate the needs arising from BSN subject to this enhancement. There are existing proposals at different stages of development, some of which are 'shovel-ready' once S106 funding becomes available.
- 2.13 This Strategy does not seek to determine which of the options presented in Chapter 7 are the most appropriate, but sets out in paragraph 7.7 of the Strategy a Project Prioritisation Criteria list that the Council could use in order to make this decision. With the collective costs of all proposals totalling some £22.8 million, and a maximum possible amount of funding of £9.245 million (taking into account other contributions and grants), there needs to be an objective mechanism for prioritising projects to ensure that the funding available is spent in the most effective way, to meet the widest needs of the new residents of the Bishop's Stortford North development. The 15 different criteria considerations include value for money, location in relation to the BSN development, running costs and environmental sustainability among others.
- 2.14 A Project Steering Group was established to manage the project on a day-to-day basis. The project steering group comprised project lead Will O'Neill, Head of Communications, Engagement and Cultural Services, along with officers from the Planning, Environment and Leisure services. A Sounding Board Group was also established which comprised Executive Members, the Hertfordshire Sports Partnership, the East Herts Everyone Active Sports Partnership, Bishop's Stortford Town Council and Sport England.

2.15 Sport England have responded to the Strategy advising that given its narrow brief, the strategy does not strictly adhere to Sport England's guidance on undertaking needs assessments as National Governing Bodies were not consulted. This was not considered necessary as the study was focussed on a relatively small amount of money within one single town. However, it should be noted that the brief became more defined as the project progressed and the resultant strategy met the Council's requirements. It is worth reiterating that studies of this sort represent a snapshot in time and given that the potential funding arising from the Bishop's Stortford North development is not anticipated for several years, there is scope for undertaking more refined assessments of needs based on a clearer understanding of the situation at the time the funding is available. In the meantime, this strategy enables more detailed consideration of how the Council can address existing deficits of sport and recreation facilities in the town. The council is also commissioning a District-wide assessment which will meet the Sport England guidance.

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

- The Bishop's Stortford North S106 Sports Investment Strategy, December 2015
www.eastherts.gov.uk/technicalstudies

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	Several consultation exercises were carried out in the preparation of the Sports Investment Strategy.
Legal:	None
Financial:	None
Human Resource:	None other than Planning Policy Team resource.
Risk Management:	None
Health and wellbeing – issues and impacts:	The emerging East Herts District Plan in general will have positive impacts on health and wellbeing through a range of policy approaches that seek to create sustainable communities. This Strategy will assist in improving the quantity and quality of provision of sports and recreation facilities in Bishop's Stortford, which will also serve wider communities.

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Essential Reference Paper 'B'

Table 1: Summary of Sports Facilities Needs Assessment

Facility	Issue
Sports halls	<ul style="list-style-type: none"> • There are 4 community accessible sports halls in the town, though none comply with Sport England's latest recommendations in terms of dimensions • High dependency on school facilities limits usable capacity • Additional demand from BSN will be equivalent to 0.64 of new sports hall
Swimming pools	<ul style="list-style-type: none"> • There are 4 community accessible pools, but 'pay and play' is only available at Grange Paddocks, the other facilities are through limited access at 2 schools or through member-only access at the Bishop's Stortford Fitness and Wellbeing Centre • All pools operating at 'comfortable capacity' • Grange Paddocks is unable to meet competitive needs • Changing facilities at Grange Paddocks and Herts and Essex High School need improvement • Additional demand from BSN will be equivalent to 0.64 of a 25m x 13m swimming pool
Athletics tracks	<ul style="list-style-type: none"> • There are no specialist athletics facilities in the town, though there are 3 in settlements within 20 minutes' drive time • There is sufficient population in the town to warrant a compact athletics facility, though existing demand is met at facilities well outside the town • Additional demand from BSN will be equivalent to 0.16 of a compact athletics facility, which could be most practically met through additional lanes, a 'J' track or by expanding field events provision at an existing provider.
Indoor bowls	<ul style="list-style-type: none"> • There are no indoor bowls facilities in the town, though there are 2 in nearby settlements • Existing facilities in neighbouring areas have sufficient capacity, which is also able to meet the additional demand arising from BSN which is equivalent to 0.05 rinks.
Outdoor bowls	<ul style="list-style-type: none"> • There are 3 outdoor bowls greens at 2 sites in the town, one of which is all-weather • Current levels of provision are adequate to meet the needs of the town with some spare capacity • Additional demand arising from BSN equivalent to 0.40 outdoor bowls green would leave a net shortfall of 0.15 of a facility (equivalent to 1 rink).
Indoor tennis	<ul style="list-style-type: none"> • There are no indoor tennis centres in Bishop's Stortford, though other nearby towns have some capacity • The Lawn Tennis Association supports the need for additional court provision in Bishop's Stortford

	<ul style="list-style-type: none"> • Additional demand arising from BSN equivalent to 0.05 of an indoor tennis centre would leave net spare capacity of 0.20 of a facility.
Outdoor tennis	<ul style="list-style-type: none"> • There are 17 community accessible outdoor tennis courts in the town plus 10 courts on school sites with no scope to increase community access • Current levels of provision are adequate to meet existing needs with some spare capacity • Additional demand arising from BSN equivalent to 2.42 outdoor tennis courts leaving a net shortfall of 1.42 courts.
Netball Courts	<ul style="list-style-type: none"> • There are 5 community accessible netball courts in the town plus 6 courts on a school site with no community access • All available courts are operating at capacity, with a deficiency in summer months when some school courts are unavailable • Additional demand arising from BSN equivalent to 0.86 netball courts
Health and fitness	<ul style="list-style-type: none"> • There are 4 community accessible health and fitness centres in the town, plus one on a school site with no scope to increase community access • All facilities are operating at full capacity • Additional demand arising from BSN is equivalent to 0.64 of a 100-station health and fitness facility, equating to a 64 station facility.
Gymnastics Facilities	<ul style="list-style-type: none"> • There is 1 specialist permanent facility in the town which is operating at full capacity • Additional demand arising from BSN equivalent to 0.16 of a gymnastic facility, which would best be served by expanding capacity at the current facility.
Squash courts	<ul style="list-style-type: none"> • There are 8 community accessible squash courts in the town at 2 sites • Existing facilities are adequate to meet existing needs with limited spare capacity • Additional demand arising from BSN equivalent to 1.21 squash courts leaves a net shortfall of 0.71 courts.
Golf courses	<ul style="list-style-type: none"> • There is one 18-hole golf course in the town • The existing facility is adequate to meet existing needs with limited spare capacity • Additional demand arising from BSN is equivalent to 0.15 of a golf course, which can be met by existing spare capacity.
Canoeing Facilities	<ul style="list-style-type: none"> • There is one specialist canoeing facility in the town with no effective spare capacity and poor access for disabled users • Additional demands arising from BSN equivalent to 0.16 of a canoeing facility, which would best be served by expanding capacity at the existing facility.

Community and ancillary halls	<ul style="list-style-type: none"> • There are 13 community and ancillary halls in the town which are adequate to meet existing needs with some spare capacity • Additional demand arising from BSN equivalent to 20.02 halls leaves a net shortfall of 1.02 halls.
Football pitches (adult)	<ul style="list-style-type: none"> • There are 10 adult pitches in the town, 4 at Grange Paddocks have poor drainage and therefore a reduced capacity • There are 12 additional adult pitches on school sites with no scope to increase community access • There is spare capacity equivalent to one standard pitch at Grange Paddocks, though this is often because of poor drainage and is therefore not played • Additional demands arising from BSN equivalent to 1.5 standard quality pitches, leaving a net shortfall of 0.5 pitches if counting Grange Paddocks
Football pitches (youth 11x11)	<ul style="list-style-type: none"> • There are 3 youth (11x11) pitches, supplemented by 4 pitches in neighbouring towns used by Bishop's Stortford Community FC • There are 5 further pitches with no scope to increase community access • All pitches are used to capacity and beyond with further exported demand • Additional demand arising from BSN of 4 male and 1 female teams, equivalent to 2.5 standard quality pitches, leaves a shortfall of 2.5 (11x11) football pitches once existing deficiency has been met
Football pitches (youth 9x9)	<ul style="list-style-type: none"> • There are 6 youth (9x9) pitches, plus 1 pitch at a school site with no scope to increase community access • There is an existing deficit equivalent to 0.5 of a standard quality pitch • Additional demand arising from BSN of 4 male and 1 female teams, equivalent to 2.5 standard quality pitches, leaves a shortfall of 2.5 (9x9) football pitches once existing deficiency has been met
Football pitches (mini soccer 7x7)	<ul style="list-style-type: none"> • There are 4 (7x7) mini-soccer pitches in the town which are all used to capacity • There are 9 additional (7x7) mini-soccer pitches at school sites with no scope to increase community access • Additional demand arising from BSN is equivalent to 0.25 of a standard quality pitch which will create a shortfall of 0.25 of a (7x7) mini-soccer pitch.
Football pitches (mini soccer 5x5)	<ul style="list-style-type: none"> • There is 1 (5x5) mini-soccer pitch in the town which is used to capacity • There are 2 additional (5x5) mini-soccer pitches on a school site with no scope to increase community access • Additional demand arising from BSN is equivalent to 0.25 of a standard quality pitch which will create a shortfall of 0.25 of a (5x5) mini-soccer pitch.
Cricket pitches	<ul style="list-style-type: none"> • There are 3 cricket pitches in the town with community access, plus an additional 11 pitches on school sites with no scope to increase community access • There is some seasonal spare capacity equivalent to 18 good quality grass wickets • Additional demand arising from BSH equivalent to 8 good quality grass wickets can be accommodated by

	existing capacity.
Rugby pitches (adult, junior and mini)	<ul style="list-style-type: none"> • There are 4 adult and 5 junior rugby pitches in the town with community access, plus an additional 20 adult rugby pitches and 4 junior rugby pitches with no or very limited community access, and no scope to increase this access. • The pitches at the Rugby Club are used beyond capacity by 3.75 match equivalents per week (adult) and 4 match equivalents (junior), while supply and demand is balanced for the Bishop's Stortford College pitches. • Additional demand arising from BSN for 1 adult, 3 junior and 1 mini-rugby teams, equivalent to 1 adult and 2 junior pitches will create an additional shortfall of 1 adult and 2 junior rugby pitches once the existing deficiencies are met.
Synthetic turf pitches for hockey	<ul style="list-style-type: none"> • There are 2 synthetic turf pitches in the town, with an additional pitch at Bishop's Stortford College with no scope to increase community access • All pitches are used to capacity during the peak period and the lack of a clubhouse at the Hockey Club is detrimental to its operation • Additional demand arising from BSN for 3 adult and 2 junior teams is equivalent to 10 match equivalents per week, needing 0.6 synthetic turf pitches for hockey.
'3G' football turf pitches	<ul style="list-style-type: none"> • There is 1 '3G' football turf pitch with capacity of 25 hours of peak time availability per week located on a school site • There is a current deficiency of provision equivalent to 0.58 '3G' football turf pitches • Additional demand arising from BSN for 15 teams would need 0.27 '3G' football turf pitches.

Table 2: Current project proposals

Project promoter	Proposed development	Estimated cost	Potential funding sources	Needs addressed	Risks
Herts and Essex High School	New sports complex on 2 sites at Beldham's Lane including: <ul style="list-style-type: none"> • A sports hall. • A 25m pool • Health and fitness • Dance studio/ancillary hall • '3G' football turf pitch(es) • Tennis/netball courts • Grass football pitches • (Athletics training facility) 	£7,700,000	<ul style="list-style-type: none"> • Education Funding Authority • Sport England • Football Foundation 	<ul style="list-style-type: none"> • All the facilities proposed would meet identified needs arising from the BSN development. • Potential to accommodate club needs including BS Judo Club, BS Netball Club, BS Running Club 	<ul style="list-style-type: none"> • No funding yet secured. • Land purchase required for part of the proposed development. • Planning consents.
Bishop's Stortford Sports Trust	New facilities at the Trust's Cricketfield Lane site, including: <ul style="list-style-type: none"> • A sports hall. • 1.5 synthetic turf pitches for hockey • New pavilion • Health and fitness • Cover for 2 tennis courts • Convert 3 outdoor tennis courts to artificial clay • 1 Youth football pitch 	£3,375,000	<ul style="list-style-type: none"> • Sport England (£500,000 secured) • LTA (£70,000 secured) 	<ul style="list-style-type: none"> • Most proposed facilities would meet identified needs arising from the BSN development (no clear case for 0.5 hockey pitch or covered tennis courts). • Close proximity to the BSN development. 	<ul style="list-style-type: none"> • Planning consents for floodlights in the Green Belt. • Proposed loss of allotment land.
Birchwood High School	New facilities at the School's adjacent detached playing field site, including: <ul style="list-style-type: none"> • 1 '3G' football turf pitch. • A 1km closed road circuit for cycling and running. 	£7,750,000	<ul style="list-style-type: none"> • Sport England • Football Foundation • British Cycling 	<ul style="list-style-type: none"> • All the facilities proposed would meet identified needs arising from the BSN development. • Potential to 	<ul style="list-style-type: none"> • No funding yet secured. • Planning consents.

	<ul style="list-style-type: none"> • New pavilion with conference facilities. • Ancillary hall for BS Judo Club. 			accommodate club needs including BS Judo Club	
Herts County Council	<p>New secondary school sports facilities on the BSN development, including:</p> <ul style="list-style-type: none"> • A sports hall. • Health and fitness • 2 dance studios/ancillary halls • Tennis/netball courts • 5.5ha of grass football and cricket pitches 	Unknown	Developer contributions	<ul style="list-style-type: none"> • Facilities designed to serve education needs (BB98) but could be enhanced for community use. • Potential to accommodate club needs including BS Judo Club, BS Netball Club, and possibly BS Community FC. 	No obvious risks
Bishop's Stortford Rugby Club	<p>Improved provision at the Silverleys Trust/BSRFC site, including:</p> <ul style="list-style-type: none"> • Converting 2 football pitches to rugby pitches and improving drainage (depending on BS Swifts FC relocating). • Extended changing and catering facilities. • Longer term plan for a new 2-storey pavilion. 	£365,000	<ul style="list-style-type: none"> • S106 funding from Fire Station site • Club fundraising 	<ul style="list-style-type: none"> • Would solve current pitch capacity problems and facilitate team expansion. • Close proximity to the BSN development. 	Contingent on BS Swifts FC moving to new pitches at the BSN development.
Bishop's Stortford Swifts FC	Relocation to two grass football pitches and changing pavilion provided by the BSN developers.	Unknown	Developer contributions	<ul style="list-style-type: none"> • Would solve current pitch capacity problems and facilitate team expansion. • Part of the BSN development. 	No obvious risks
Bishop's Stortford	Two '3G' pitches and a clubhouse at a single site to	£2,000,000	Football Foundation	Would solve current pitch capacity	<ul style="list-style-type: none"> • No funding yet secured.

Community FC	meet all the pitch needs of BS Community FC at one of the following sites (in order of preference: <ul style="list-style-type: none"> • Land south of Beldham's Lane (same site as Herts & Essex HS proposals). • Jobbers Wood playing fields. • Grange Paddocks Leisure Centre. • Birchwood High School (with addition to the existing '3G' pitch at the site. 		(potentially £500,000)	problems and enable the club to operate from a single site.	<ul style="list-style-type: none"> • Land purchase required at one site. • Planning consents.
Bishop's Stortford Judo Club	Establishment of a permanently matted hall for the club (and other local martial arts clubs) with dedicated storage and catering capacity, as part of a wider facilities complex.	Unknown	Club (£40,000 raised)	<ul style="list-style-type: none"> • Would enable the club to develop and expand. • Designation as a Centre of Excellence for the Home Counties North. 	<ul style="list-style-type: none"> • No obvious risks. • Several other project proposals include provision for ancillary halls.
Bishop's Stortford Canoe Club	Clubhouse extension and new water access pontoon.	Unknown	Unknown	<ul style="list-style-type: none"> • Deficiency with current facilities. • Improved disabled access. 	No identified funding sources.
BMX track	Provision of a formal BMX track at Ash Grove at a site used informally at present.	Unknown	Unknown	Provision for young people.	No identified funding sources.
Bishop's Stortford Town Council	Provision of a formal BMX track at Sworders Field.	£70,000	Unknown	Provision for young people.	No identified funding sources.

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EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 25 FEBRUARY 2016

REPORT BY THE LEADER OF THE COUNCIL

STRATEGIC LAND AVAILABILITY ASSESSMENT UPDATE REPORT

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report presents an update on the Strategic Land Availability Assessment (SLAA)

<u>RECOMMENDATION FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:	
(A)	the SLAA Round 3 site assessments, and the ongoing process for completing the SLAA, be noted.

1.0 Background

1.1 National planning policy requires all Local Planning Authorities to produce a technical study known as the Strategic Land Availability Assessment (SLAA) in order to identify sites with potential for future development. The results of the SLAA are intended to inform ongoing work on the District Plan and Neighbourhood Planning, along with the identification of future land supply.

1.2 This report seeks to present:

- The methodology for undertaking a SLAA as outlined by the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG);
- An explanation of previous work undertaken including the Call for Sites and Rounds 1 and 2 of the SLAA;
- The final site assessments for Round 3;
- The process for undertaking Round 4 and completion of the final SLAA report.

2.0 Report

Methodology

- 2.1 Paragraphs 019 to 021 of the PPG identify that, when undertaking a SLAA, sites should be considered against three criteria, namely; suitability, availability and achievability. These terms are explained below.

Suitability

The assessment of suitability takes into account a range of policy constraints. These include environmental and heritage designations, impact on landscape and character, flooding and Green Belt / Rural Area Beyond the Green Belt.

Availability

A site is considered to be available if there are no legal or ownership issues which would prevent the site coming forward for development.

Achievability

Achievability is effectively a judgement about the economic viability of a site, and the capacity of the developer to complete the development over a certain period of time.

- 2.2 Having assessed each site against the three criteria, a conclusion can be reached. If a site is considered to be suitable, available and achievable, then it is regarded as being '**deliverable**'. This means that development could commence on site within five years.
- 2.3 A site is considered '**developable**' if development could commence at a later point in time (i.e. not within five years). The fact that a site is not immediately deliverable could be due to a range of factors including existing policy constraints and land ownership issues. Where this is the case, the Local Planning Authority should identify the issues that need to be overcome in order to facilitate development.
- 2.4 Finally, a site that is neither deliverable nor developable is not considered to be appropriate for development at any point in time.

- 2.5 It is important to note that the SLAA assesses whether a site **could** come forward for development, not whether it **should**. In formulating the development strategy for the District other factors should be considered, in particular the need to promote sustainable patterns of development.

The Call for Sites and SLAA Rounds 1 and 2

- 2.6 The Planning Policy team commenced a Call for Sites in 2009. Through this process, landowners, developers and site promoters were encouraged to submit sites to the Council that they felt could be suitable for future development. Since 2009 the Call for Sites has remained open, and sites have continued to be submitted on a regular basis. All sites received have been fed into the SLAA process.
- 2.7 In addition to the Call for Sites, a Housing Capacity Study was undertaken in 2007. Sites identified through this process have also been considered in the SLAA.
- 2.8 An initial SLAA report was produced in 2012. This report, which formed Rounds 1 and 2 of the process, presented the assessments for those sites located within existing settlement boundaries. The report was presented to this Panel on 28th November 2012 and is available to view using the link under 'Background Papers' at the end of this report.
- 2.9 Following the completion of Rounds 1 and 2, the Planning Policy team had to prioritise other key areas of work in order to progress the District Plan to the Preferred Options stage in 2014, and towards a Pre-Submission consultation later this year.

SLAA Round 3

- 2.10 Work on Round 3 of the SLAA took place in the second half of 2015. Primarily, this stage provides an assessment of sites in rural areas. An informal stakeholder consultation was undertaken between 15th December and 1st February 2016, during which Ward Members, site promoters, Parish Councils and Neighbourhood Planning Groups were invited to comment on the draft site assessments.
- 2.11 Comments received during this period have been analysed, and amendments to the site assessments have been made where considered appropriate. A schedule of comments and officer

responses can be found in **Essential Reference Paper B**. The amended assessments for all sites in Round 3 can be found in **Essential Reference Paper C**, while maps showing the locations of the sites are presented in **Essential Reference Paper D**.

- 2.12 While the District Plan does not seek to allocate sites for development in the villages, the site assessments have been used to inform the content of the emerging Village Hierarchy Study. It is also intended that the assessments will inform Neighbourhood Plans where these are being progressed.

SLAA Round 4 and Final Report

- 2.13 A number of sites still need to be assessed. In the main, these are sites on the edge of the main settlements. However in addition, the sites that formed Rounds 1 and 2 also need to be re-assessed in order to ensure that the information previously presented is still up to date and that the assessments reflect the requirements of updated national planning guidance.
- 2.14 This further work will take place in Round 4. It is currently envisaged that a stakeholder consultation will be undertaken on draft assessments in Spring 2016. Following that, a final comprehensive version of the SLAA containing all sites will be completed prior to undertaking a Pre-Submission consultation on the District Plan.

3.0 Implications/Consultations

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

Background Papers

- Strategic Land Availability Assessment Rounds 1 and 2:
<http://www.eastherts.gov.uk/slaa>
- National Planning Policy Framework (NPPF)
(<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)
- Planning Practice Guidance (PPG) (General)
(<http://planningguidance.planningportal.gov.uk/>)

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

<p>Contribution to the Council's Corporate Priorities/ Objectives:</p>	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
<p>Consultation:</p>	<p>Stakeholder consultation on draft site assessments with Ward Members, Parish Councils, site promoters and landowners.</p>
<p>Legal:</p>	<p>None</p>
<p>Financial:</p>	<p>None</p>
<p>Human Resource:</p>	<p>None</p>
<p>Risk Management:</p>	<p>Failure to bring forward a Strategic Land Availability Assessment may leave the Council open to challenge at the District Plan Examination.</p>
<p>Health and wellbeing – issues and impacts:</p>	<p>The emerging East Herts District Plan in general will have positive impacts on health and wellbeing through a range of policy approaches that seek to create sustainable communities.</p>

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Essential Reference Paper B

Site Reference	Parish	Respondent	Issue	Officer Response
	Ware	Site Promoter/Landowner	New site submitted.	The site is on the edge of Ware and will be assessed through Round 4 of the SLAA
04/010	Sawbridgeworth	Site Promoter/Landowner	This site was not included in the Round 3 assessment.	The site is on the edge of Sawbridgeworth, and as such, will be assessed through Round 4 of the SLAA.
	Anstey	Site Promoter/Landowner	The proposal to identify Anstey as a Group 2 village is supported. However, the response to 07/001 rejects the site on the basis of it being a Category 3 village.	Noted. The SLAA is an assessment at a specific point in time and should be updated on an annual basis. Anstey is identified as a Category 3 village in the adopted Plan and in the Preferred Options District Plan. While it has been identified as a Group 2 village in the Interim Village Hierarchy, it would be premature to give this draft study more weight than adopted policy.
	Aston	Parish Council	All sites are outside of the proposed village boundary which is supported by the Parish Council. The sites all perform an important Green Belt function.	Noted.
10/003, 10/004	Aston	Site Promoter/Landowner	The identification of Aston as a Group 2 village is supported. However both sites are suitable for modest development	Neither site would constitute limited infill development in accordance with Category 2/Group 2 policy.
12/001, 12/002 & 12/003	Bengeo Rural	Parish Council	The Parish Council would have no objection to development of 12/002 but would not support 12/001 or 12/003.	Noted. The SLAA concludes that all three sites are considered to be inappropriate for development given their location on the edge of Category 3 villages.
13/018	Benington	Site Promoter/Landowner	The proposed village boundary should be amended to include site 13/018.	The role of the SLAA is not to identify appropriate village boundaries but to assess sites against existing and proposed policy. Village boundaries can be considered through a Neighbourhood Plan should the Parish Council wish to prepare

				one.
15/001	Braughing	Parish Council	This is a greenfield site actively used for agriculture. The views across the field from the village are important. This would represent ribbon development and would not be supported by the Parish Council	Noted. It is up to the Parish Council to decide which sites are allocated through a Neighbourhood Plan in order to facilitate the provision of 10% growth, and it might be that there are other suitable sites that have not been considered by the SLAA. Such sites would need to be considered in light of adopted and emerging planning policy.
15/005	Braughing	Parish Council	This is a greenfield site lying outside of the development boundary. There is a current application for 8 dwellings which is less than the SLAA capacity figure.	For consistency, the SLAA assessments for village sites have been based on a density of 25 dwellings per hectare. It is acknowledged that applications may come forward based on alternative density assumptions.
15/007	Braughing	Parish Council	This is a greenfield site which is being considered through the Neighbourhood Plan. Development would require a change to the village boundary.	Noted.
15/009	Braughing	Parish Council	This is a brownfield site within the village boundary which is being considered through the Neighbourhood Plan.	Noted.
	Braughing	Parish Council	There doesn't appear to be as much capacity in the village as initially thought. Consideration needs to be given to how this affects its proposed Group 1 status.	The scoring of services and facilities within the Interim Village Hierarchy Study indicates that Braughing is one of the more sustainable villages in the District. The SLAA provides an initial assessment of land availability. The assessments indicate that there are opportunities for the village to provide for 10% growth as envisaged by the emerging District Plan. In addition HCC has stated that the Primary school has some capacity in all year groups and also has the potential to expand to 1FE if required. Based on this evidence, it is

				considered appropriate to maintain Braughing as a Group 1 village.
18/001	Buckland and Chipping	Parish Council	Support for draft site assessment. Site could be suitable for one or two affordable homes.	Noted.
19/003	Cottered	Site Promoter/Landowner	Support for draft conclusion	Noted.
20/010	Datchworth	Site Promoter/Landowner	Datchworth should be excluded from the Green Belt. This site could be suitable for development.	Datchworth is a Category 2 village under adopted policy and, on the basis of the scoring in the Village Hierarchy Study, will remain as Group 2. This site would not represent infill development and is therefore unsuitable.
	Eastwick and Gilston	Parish Council	The Parish Council broadly supports the assessment of suitability for the sites within the parish. It is noted that the full capacity of a strategic scale of development in this location would not be required within the Plan period.	Noted. Work is ongoing through the District Plan with regards to the potential for strategic scale development in this location. It is noted that a scheme of 10,000 dwellings could not be provided in its entirety within the Plan period.
21/001	Eastwick and Gilston	Site Promoter/Landowner	Agree that the site is Available and Achievable and that it may be suitable for a strategic scale of development. However the site is also suitable for small scale development.	Not agreed. The site is located within the Green Belt on the edge of Gilston, a Category 3 village. It is therefore not suitable for small scale development.
21/009	Eastwick and Gilston	Site Promoter/Landowner	Support for draft assessment although site could also be suitable for standalone development as well as part of a wider strategic scheme.	Noted. The site boundaries for the Gilston Area development will be identified in a Development Plan Document (DPD).
22/003, 22/004	Furneux Pelham	Site Promoter/Landowner	The scope for development in Category 2 villages should be increased. Both sites could be suitable for development.	Not agreed. Category 2/Group 2 policy enables the delivery of limited infill development. Development of these sites would not conform with this policy approach.
23/001	Great Amwell	Site Promoter/Landowner	This site should be removed as it is no longer available.	Noted and actioned.

23/002	Great Amwell	Site Promoter/Landowner	Sensitive development in this location would not be out of scale with the village.	Not agreed. Development would impact on a key strategic Green Belt gap in this location.
23/003, 23/008, 23/016	Great Amwell	Site Promoter/Landowner	While located in Great Amwell parish, these sites would contribute to the need to Stanstead Abbots.	Agreed. However Stanstead Abbots could not provide for 10% growth as envisaged by the emerging District Plan. These sites could still come forward as infill development.
25/001	Hertford Heath	Site Promoter/Landowner	The site could be suitable for development and a Vision Statement has been prepared to demonstrate that development of 67 homes is deliverable and acceptable in landscape terms.	Not agreed. Development in this location would not be in conformity with either adopted or emerging policy as it would not constitute small scale development and would represent an unacceptable incursion into the countryside.
26/002	Hertingfordbury	Site Promoter/Landowner	This site is no longer being promoted and should be deleted from the SLAA.	Noted. The assessment for this site has been deleted.
26/010	Hertingfordbury	Site Promoter/Landowner	The site is incorrectly identified as being unsuitable. Emerging policy should not be referred to as this could change.	Staines Green is identified as a Category 3 village within both adopted and emerging policy and development is therefore unsuitable in this location.
27/001	High Wych	Site Promoter/Landowner	This site was not included in the Round 3 assessment.	The site was not assessed as planning permission has been granted on site and so the principle of development has already been accepted. For clarity and transparency the final version of the SLAA will list all submitted sites, including those that have not been assessed for various reasons.
	Hormead	Site Promoter/Landowner	Site 28/005 is the subject of a current application. The principle of development has been accepted by Development Management officers	Permission has not been granted at present. The assessment for this site may need to be reviewed through an annual review of the SLAA.
	Hunsdon	Parish Council	Infrastructure needs to be improved to cope with extra development	It is recognised that village locations have much more limited services and facilities than the main settlements in the District. The emerging District Plan recognises this

				and requires provision of 500 dwellings within the more sustainable villages. This represents just over 3% of the total identified need for the District. As a Group 1 village, Hunsdon is required to provide for 10% growth which equates to 37 dwellings.
	Hunsdon	Parish Council	The fails to recognise the feasibility of proposals, focussing purely on the planning policy context.	The role of the SLAA process is identified within national policy. It is a high level strategic assessment which is based on adopted and emerging policy. In terms of village development, it is the role of Neighbourhood Plans to provide a more in depth assessment of sustainability in order to identify the most appropriate sites for allocation.
29/001	Hunsdon	Parish Council	The draft site assessment is supported	Noted
29/001	Hunsdon	Site Promoter/Landowner	It is recognised that development of the site in its entirety would be inappropriate. However a smaller scale of development could be appropriate.	The SLAA assesses sites as they are submitted. A smaller scale of development could be considered by the Parish Council as part of work on the emerging Neighbourhood Plan.
29/002	Hunsdon	Parish Council	The draft site assessment is supported	Noted
29/003	Hunsdon	Parish Council	The draft site assessment is supported although the site may not be able to provide 30 houses	For consistency, the SLAA assessments for village sites have been based on a density of 25 dwellings per hectare. It is acknowledged that applications may come forward based on alternative density assumptions.
29/003	Hunsdon	Site Promoter/Landowner	It is incorrect to state that the site is an Employment Area. The site may not be Achievable due to redevelopment costs.	The assessment states that the site is in employment use but is not a designated Employment Area. Comments on achievability are noted, however there is insufficient evidence to suggest that the site is not Achievable at this stage.
29/004	Hunsdon	Parish Council	The site is within Green Belt and	Noted.

			should remain so.	
29/005, 29/015 and 29/020	Hunsdon	Parish Council	The area is most unlikely to be included in the Neighbourhood Plan for housing. It is unsuitable due to drainage problems and access issues.	It is up to the Parish Council to decide which sites are allocated through a Neighbourhood Plan in order to facilitate the provision of 10% growth, and it might be that there are other suitable sites that have not been considered by the SLAA. Such sites would need to be considered in light of adopted and emerging planning policy.
29/017	Hunsdon	Parish Council	Strongly disagree that this site should be considered as part of a wider strategic scheme. This area should not be integrated with major development. There are surface water drainage issues in the area.	Noted. The site boundaries for the Gilston Area development will be identified in a Development Plan Document (DPD). However, impact on existing settlements will be a key consideration.
29/017	Hunsdon	Site Promoter/Landowner	There is a current application for this site for 14 dwellings and is suitable for development. It is inaccurate to state that the land may not be available as it is in employment use as such a use ceased in circa 1990.	Not agreed. Development of the site would be contrary to policy. It is recognised that employment ceased on site some time ago but for the purposes of the SLAA it should still be assessed as being previously in employment use.
29/019	Hunsdon	Parish Council	The draft site assessment is supported	Noted
29/021	Hunsdon	Parish Council	Agree that the recreation ground should be retained but possibly land to the south should be assessed separately.	Noted. The SLAA primarily assesses sites submitted to the Council through the Call for Sites process. It is up to the Parish Council to decide which sites are allocated through a Neighbourhood Plan in order to facilitate the provision of 10% growth, and it might be that there are other suitable sites that have not been considered by the SLAA. Such sites would need to be considered in light of adopted and emerging planning policy.
29/021	Hunsdon	Site Promoter/Landowner	It is not intended that the entire	Noted. The assessment for this site has

			site area would be developed. An alternative smaller site area has been submitted.	been removed. The new site area will be assessed through Round 4 of the SLAA.
30/002	Little Berkhamsted	Site Promoter/Landowner	The Council has acknowledged that Green Belt release is required in order to meet the Districts housing need. This site is suitable for market housing development or a rural exceptions development.	While Green Belt release will be required, it is important that this occurs in sustainable locations. In general terms, development in this location would be contrary to adopted and emerging policy. The site may be suitable for rural exceptions affordable housing but the principle of this would need to be discussed with the Development Management team.
31/002	Little Hadham	Site Promoter/Landowner	The assessment should be updated to reflect the fact that Little Hadham has been identified as a Group 1 village in the emerging District Plan. Reference should also be made to the application for the bypass which will reduce flood risk. It cannot be said that the entire site is unsuitable for development.	While it is acknowledged that Little Hadham is identified as a Group 1 village in the Preferred Options Plan, it is currently a Category 2 village in the adopted Local Plan. In addition the Interim Village Hierarchy Study, which will inform the District Plan moving forwards, also identifies the village as Group 2. It is noted that the bypass would introduce flood alleviation measures and the assessment has been updated to reflect this. The SLAA assessment can only assess the extent of land submitted. However, it is likely that development on any part of the site would be contrary to current and emerging policy wherein limited infill development is considered to be appropriate.
31/004	Little Hadham	Site Promoter/Landowner	The site may no longer be available as it has been sold	Noted. There is currently no evidence to suggest the site is no longer available, however this may need to be considered through an annual review of the SLAA.
31/007	Little Hadham	Site Promoter/Landowner	A smaller site area is now being promoted in this location which should replace the original submission.	Noted. The assessment for the original site area has been deleted. The new site area will be mapped and assessed through Round 4 of the SLAA.

31/006 & 31/028	Little Hadham	Ward Member	The assessments should be amended to reflect the fact that the Interim Village Hierarchy identifies the settlement as Group 2.	Noted and agreed.
33/002	Much Hadham	Site Promoter/Landowner	This site has planning permission and site preparation work has commenced. It should therefore be removed.	Noted and agreed.
33/004	Much Hadham	Site Promoter/Landowner	The labelling of the sites in this location on GIS mapping is confusing. Development of this site should be considered suitable.	The labelling of the sites on GIS will be looked at. However, this site is slightly isolated from the main built up area of the village and is outside of the village boundary. It is therefore considered to be unsuitable.
33/015	Much Hadham	Site Promoter/Landowner	A smaller site area has been submitted for consideration as an alternative option. It is not appropriate at this stage to disregard sites due to amount of development when there is uncertainty about the emerging District Plan policies. There is also a shortage of sites in Much Hadham. Leaving rural development to Neighbourhood Plans is not a sound approach as it does not provide certainty of delivery.	The smaller site area will be assessed through Round 4 of the SLAA. The SLAA is a high level strategic assessment which considers adopted and emerging planning policy. It is therefore appropriate to regard a site as unsuitable if the scale of growth would be contrary to policy. The SLAA indicates that there is potential to provide for 10% growth in Much Hadham as envisaged by the emerging District Plan. However it will be for the Neighbourhood Plan to allocate sites to achieve this. In a recent meeting with an Inspector, the Councils proposed approach to rural development was supported.
33/016	Much Hadham	Parish Council	Parish Council considers that the assessment of suitability should make reference to the Rural Area Beyond the Green Belt	Noted and agreed.
33/016	Much Hadham	Parish Council	Support for draft assessment	Noted.
	Much Hadham	Parish Council	It should be stated that all sites in Much Hadham are within the catchment area of the River Ash	None of the sites assessed through the SLAA are located within the Flood Zones identified by the Environment Agency.

				However, more detailed assessment work should occur through the Neighbourhood Planning process, including a consideration of issues such as surface water flooding.
	Much Hadham	Parish Council	The density of development on each site may be less than the SLAA envisages as seen with the Station Yard site.	For consistency, the SLAA assessments for village sites have been based on a density of 25 dwellings per hectare. It is acknowledged that applications may come forward based on alternative density assumptions.
	Standon	Parish Council	Hertford Heath and Stanstead Abbots have been downgraded to Group 2 due to lack of land availability and primary school capacity. Standon and Puckeridge is in the same situation.	Not agreed. The SLAA demonstrates that there is potential capacity in Standon and Puckeridge to provide for 10% growth. In addition, HCC has advised that Roger De Clare First School has some capacity and there is potential to expand if required. It is therefore considered appropriate to maintain Standon and Puckeridge as a Group 1 village.
	Standon	Parish Council	The Parish Council states that there are flooding issues (river, sewer and surface water) in Standon Parish. Development of land that is susceptible to flooding should be avoided. There is also a need for a Standon bypass.	Noted. The SLAA is a high level strategic assessment. However it does take into account river flooding based on the Environment Agency Flood Zone data. Other forms of flooding are difficult to predict and therefore harder to consider. However it is for the Parish Council to identify suitable sites within the emerging Neighbourhood Plan which could consider such issues. HCC will be consulting on possible route options for a bypass of Standon in due course.
	Standon	Parish Council	The Parish Council would only support windfall in Colliers End.	Noted. Colliers End is currently identified as a Category 3 village and in terms of emerging policy is identified as a Group 2 village wherein only limited infill development is appropriate.
35/003	Standon	Parish Council	This site currently has permission	Noted. The need to amend the boundary

			for one dwelling. If built then access could not be achieved to provide further development without amending the village boundary.	has been stated in the site assessment.
35/004	Standon	Parish Council	The current application is for substantially more than the capacity noted in the SLAA assessment. If this was approved this would more than meet the 10% growth figure.	The figure of 146 dwellings in the assessment is the 10% growth figure for Standon and Puckeridge. It is noted that the site could provide a greater scale of development. It is noted that, should the application be approved, further allocations would be unnecessary.
35/016	Standon	Parish Council	The site is of high archaeological value and would require extensive works. The northern part of the site lies within the original 'band of interest' for a Standon bypass.	Noted.
35/017	Standon	Parish Council	Sewer flooding and flooding of the Puckeridge Southern Tributary are issues	Noted. In general terms, development should not exacerbate flooding issues. However, these detailed issues should be considered through the Neighbourhood Plan process.
35/017	Standon	Site Promoter/Landowner	The assessment is supported although the capacity is likely to be approximately 30 dwellings.	Noted. For consistency, the SLAA assessments for village sites have been based on a density of 25 dwellings per hectare. It is acknowledged that higher densities may be appropriate on certain sites.
35/036	Standon	Site Promoter/Landowner	Object to the assessment for this site. It is within a Scheduled Monument designation but so are 35/016 and 35/004.	Not agreed. The whole of the site is a Scheduled Monument whereas 35/004 is not covered by that designation at all. The assessment for 35/016 recognises that development within the area designated as a Scheduled Monument would be inappropriate.
35/037	Standon	Parish Council	Consideration should be given to achieving safe access.	This issue should be considered through the Neighbourhood Plan and planning application process.

36/007	Stanstead Abbotts	Site Promoter/Landowner	The site is not unsuitable due to its location within the Green Belt and the Lee Valley Regional Park.	Not agreed. While the current status of the settlement means that the Green Belt designation could be overcome, it is still currently unsuitable on this basis. However, the sites location within the LVRP cannot be overcome.
37/003, 37/016	Stanstead Abbotts and St Margarets	Site Promoter/Landowner	The sites should be discounted due to their location in Flood Zone 3.	37/003 is in Flood Zone 2 and therefore maybe suitable subject to the sequential test. However, 37/016 is within Flood Zone 3 and it is recognised that development would be subject to the Exception test and therefore should not be considered appropriate at this stage. The assessments for 37/016 and 37/005 have therefore been amended.
40/001	Tewin	Site Promoter/Landowner	The land should be considered for modest residential development which would also allow for school expansion.	While Tewin is currently a Category 1 village, the site is unsuitable due to its Green Belt location. It is also considered that development would result in an unacceptable incursion into the countryside.
40/003, 40/004	Tewin	Site Promoter/Landowner	Both sites could be suitable for development with a review of the Green Belt boundary.	While Tewin is currently a Category 1 village, the sites are unsuitable due to their Green Belt location. It is recognised that this could be overcome through the preparation of a Neighbourhood Plan, however Tewin has been identified as a Group 2 village within the emerging District Plan and therefore development would not constitute infill development.
40/003, 40/007	Tewin	Site Promoter/Landowner	It is not clear whether these sites are still available	Noted. While the Council currently has no evidence to suggest that the sites are no longer available, this may need to be considered through a review of the SLAA.
40/003 and 40/008	Tewin	Site Promoter/Landowner	The site was initially supported for development within the adopted Local Plan 2007 and, while it did not form part of the final plan, the	While it is noted that the site was supported by the Council previously, this was on the basis of Tewin being a Category 1 village wherein small scale

			Inspector suggested that it should be considered as part of the next Local Plan process. The Green Belt Review suggested that the Green Belt could be rationalised in this location – this advice has been ignored. The principle of rural exceptions development has already been accepted.	development would be acceptable. If considered against Category 1 village policy, the site is unsuitable due to its Green Belt location. Through work on the emerging District Plan, Tewin is now proposed as a Group 2 village where limited infill development is appropriate. Given that development of the site would not represent infill development, it is considered unsuitable. The SLAA assesses the suitability of sites for general market housing. The consideration of providing rural exceptions affordable housing is separate from Plan making.
40/022	Tewin	Parish Council	The postcode is not local to the site	This is an extremely large site, the eastern part of which does appear to lie within the given postcode area.
40/022	Tewin	Site Promoter/Landowner	The site is considered to be both deliverable and developable.	Not agreed. The site is poorly related to the existing settlement, is situated within the Green Belt and development would result in an unacceptable incursion into the countryside.
	Thundridge	Site Promoter/Landowner	Leaving rural development to Neighbourhood Plans is not a sound approach as it does not provide certainty of delivery.	In a recent meeting with an Inspector, the Councils proposed approach to rural development was supported.
	Thundridge	Site Promoter/Landowner	Rural Area Beyond the Green Belt policy is not in conformity with the NPPF and should not be considered in the SLAA	The SLAA takes into account adopted and emerging policy and the approach to Rural Area Beyond the Green Belt is consistent in both. It is therefore appropriate to consider this policy approach within the SLAA.
42/001, 42/004, 42/006, 42/007, 42/008, 42/009,	Thundridge	Parish Council	The Parish Council states that High Cross has already catered for more than 10% growth in 2015/16, and therefore should not be identified as a Group 1 village.	Currently, planning applications are considered in light of the adopted Local Plan which identifies High Cross as a Category 1 village. The SLAA assessments have been prepared on that basis. However, in terms of emerging

42/010, 42/011, 42/014, 42/017, 42/032, 42/034,				policy, the Interim Village Hierarchy Study identifies High Cross as a Group 2 village wherein only limited infill development is appropriate – the SLAA assessments would therefore need to be reviewed in future to reflect that change. On this basis High Cross would not be required to provide for 10% growth between 1 st April 2016 and 2031.
42/002, 42/003, 42/005, 42/012, 42/013, 42/030, 42/033, 42/035	Thundridge	Parish Council	The Parish Council see no justifiable reason to change the village boundary and agree that the sites are unsuitable.	Noted.
42/009	Thundridge	Site Promoter/Landowner	The site has no suitable access and so should not be considered potentially suitable.	It is recognised that there are access issues and that this was recognised by the Local Plan Inspector in 2007. However, it is possible that this could be overcome.
42/010, 42/011	Thundridge	Site Promoter/Landowner	Agreed that these sites are suitable for employment use but there is no commitment from the Parish Council to bring a Neighbourhood Plan forward.	Currently, planning applications are considered in light of the adopted Local Plan which identifies High Cross as a Category 1 village. The SLAA assessments have been prepared on that basis. However, in terms of emerging policy, the Interim Village Hierarchy Study identifies High Cross as a Group 2 village - the SLAA assessments would therefore need to be reviewed in future to reflect that change.
42/014	Thundridge	Site Promoter/Landowner	The assessment is welcomed but there is no commitment to bring forward a Neighbourhood Plan.	Currently, planning applications are considered in light of the adopted Local Plan which identifies High Cross as a Category 1 village. The SLAA assessments have been prepared on that basis. However, in terms of emerging

				policy, the Interim Village Hierarchy Study identifies High Cross as a Group 2 village wherein only limited infill development is appropriate – the SLAA assessments would therefore need to be reviewed in future to reflect that change. On this basis High Cross would not be required to provide for 10% growth between 1 st April 2016 and 2031.
42/025	Thundridge	Parish Council	The land is outside of the boundary and forms an important green space	While the site is outside of the boundary, it is considered to be potentially suitable for limited infill development in a Green Belt village in accordance with the NPPF, subject to land ownership issues.
42/035	Thundridge	Site Promoter/Landowner	There is not a designated Wildlife Site in this location. The site is well related to the village centre and it is not clear why the boundary does not include this site. The site represents infill development and is not overly visible. Development is supported by neighbours and the Parish Council.	There is currently a Wildlife Site designation covering the site. The village boundary has been drawn tightly around the main built up area of the village and so excludes this site. It is therefore considered to be unsuitable.
43/002 & 43/003	Walkern	Parish Council	Both sites are vital buffers between Stevenage and Walkern. The Green Belt Review doesn't support these sites.	Noted.
43/009	Walkern	Parish Council	This site is currently subject to a planning application for up to 85 homes. Development of this scale runs contrary to villagers wishes. Infrastructure is insufficient.	Noted. The previous application was refused by East Herts Council, partly on the basis of scale. As noted in the SLAA assessment, development of up to 47 dwellings, based on a density of 25 dwellings per hectare, would not conform with Category 1/Group 1 village policy but could provide an opportunity to provide 10% growth as envisaged by the emerging District Plan.

43/010 & 43/011	Walkern	Parish Council	The Parish Council is not reviewing the current village boundary. The sites fall outside the boundary and within the conservation area.	It is up to the Parish Council to decide which sites are allocated through a Neighbourhood Plan in order to facilitate the provision of 10% growth, and it might be that there are other suitable sites that have not been considered by the SLAA. Such sites would need to be considered in light of adopted and emerging planning policy.
43/013	Walkern	Parish Council	There is no evidence that this is a realistic development due to ownership and access issues	The site is considered to be 'developable' in year 6 onwards of the plan period due to the fact that ownership is an issue and the site is not currently available. However, this issue could be resolved.
43/016	Walkern	Parish Council	There is no evidence that this is a realistic development due to ownership issues	The site has now been removed from the assessment as it falls below the threshold of 0.25ha as identified within national policy.
	Wareside	Site Promoter/Landowner	New site submitted	The site is on the edge of Ware, the majority of which lies within Wareside Parish. The site will be assessed through Round 4 of the SLAA
44/001, 44/005, 44/006	Wareside	Parish Council	Ware Town Council would have serious and wide ranging concerns regarding impact of a 3,000 dwelling scheme on the town	Noted. The emerging District Plan identifies this area as a Broad Location for the delivery of between 200 to 3,000 homes. This will be assessed further as work on the Plan continues.
45/001	Watton-at-Stone	Parish Council/Ward Member	The site has been identified for up to 10 dwellings. However, it is considered to be suitable for up to 20 dwellings.	Noted. For consistency, the SLAA assessments for village sites have been based on a density of 25 dwellings per hectare. It is acknowledged that higher densities may be appropriate on certain sites.
45/001	Watton-at-Stone	Site Promoter/Landowner	Updated wording provided by HCC.	Noted and accepted.
	Watton-at-Stone	Parish Council/Ward Member	Derelict land at Mill Lane which is currently in employment use and land at Great Innings North may	These sites were not submitted to the Council through the Call for Sites process and therefore have not been assessed in

			be suitable for residential use	the SLAA. It is up to the Parish Council to decide which sites are allocated through a Neighbourhood Plan in order to facilitate the provision of 10% growth, and it might be that there are other suitable sites that have not been considered by the SLAA. Such sites would need to be considered in light of adopted and emerging planning policy.
46/001	Westmill	Parish Council	Support for draft site assessment although the site should not be considered to be achievable for a number of reasons.	The assessment of achievability is primarily in relation to economic viability. There is no reason to suggest a scheme in this location would be unviable, however in any case, the site is not considered to be suitable.
	General	Site Promoter/Landowner	Concern that Development Management decisions do not reflect SLAA conclusions for certain sites	The plan making and planning application processes are separate. In coming to a decision on a planning application, a wider range of factors must be considered, including the fact that the Council cannot currently demonstrate a 5 year supply of land.
	General	Site Promoter/Landowner	Concern that some sites have not been assessed on the basis that they are too small whereas other similar sized sites have been assessed.	Agreed. Planning Practice Guidance suggests that sites over 0.25ha should be included in a SLAA assessment. The Round 3 assessments have therefore been amended to reflect this threshold.
	General	Parish Council	Achievability has not been defined so this is difficult to comment on.	Noted. Achievability is effectively an assessment of financial viability.

SLAA REF	PARISH	Site Area (Ha)	Suitable	Available	Achievable	Deliverable	Developable	Deliverable with Policy Change	Developable with Policy Change
06/001	Albury	6.25	N - This greenfield site is located within the Rural Area Beyond the Green Belt. The site is open land, unrelated to a settlement. Development in this location would be an unacceptable intrusion into open countryside. The topography of the site is further considered to constrain development due to the gradient of the slope from east to west. Potential development could therefore have a detrimental impact on landscape character. Upwick Green is a small hamlet with no local services and is considered to be an unsustainable location for development	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
06/002	Albury	0.96	N - This greenfield site is located within the Rural Area Beyond the Green Belt. Situated to the north of Upwick Green Road, the site consists of an enclosed field with a pond in the north-east corner. Access is via a single track road. Any development in this location would represent an encroachment into the countryside. Upwick Green is a small hamlet with no local services and is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
07/001	Anstey	0.52	N - This greenfield site is located within the Rural Area Beyond the Green Belt and within Anstey Conservation Area. North-West of the site is within Flood Zone 2 where there is a medium probability of flooding. The northern boundary of the site has also been identified on the Environment Agency surface water inundation mapping system as being at medium risk of surface water flooding from ground water or run off from hard surfaces. Any development in this location would represent an encroachment into the countryside. Anstey is a Category 3 village and is therefore considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
07/002	Anstey	2.7	N – This brownfield site is identified as an Employment Area which is located in the Rural Area Beyond the Green Belt. The site promoters consider that the site is no longer suitable or viable for ongoing employment use. The site is however entirely separate from any existing settlement and as such is considered to be an unsustainable location for residential development.	N - While the site has been promoted through the Call for Sites on behalf of the landowner, it is currently designated as an Employment Area and is therefore not considered to be currently available.	Y - Development would require demolition of existing buildings and possible remediation works. However without further information regarding costs it is considered at present that the site would be achievable.	No	No	No	No
08/001	Ardeley	0.19	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						

10/001	Aston	0.44	Y – This former orchard is located in the Green Belt on the edge of Aston, a Category 2 village. There is residential development located to the north and south of the site, with open farmland to the east. Access is proposed directly on to Stringers Lane. The site is designated as an Area of Archaeological Significance and is within the Conservation Area. It is considered that infill development (up to 5 dwellings) could take place without damage to the character and appearance of the locality. The site may also have the potential to accommodate further infill development if identified as such in a Neighbourhood Plan for Aston.	Y - The Call for Sites form has been submitted on behalf of six landowners. It is therefore considered that the site is available.	Y - Demolition of sheds and storage buildings would be required but it is considered that the site is achievable. There may also be costs associated with the AAS.	Up to 5 dwellings		Up to a further 5 dwellings The site is considered deliverable subject to an amendment to the village boundary through a Neighbourhood Plan for Aston	
10/002	Aston	3.04	N – This large greenfield site is located in the Green Belt to the north of Aston, a Category 2 village. Although the site is adjacent to the main built up area of the village the scale of development proposed would be inappropriate, representing an unacceptable incursion into the countryside setting of the village, impacting on the openness of the Green Belt. The site would not constitute infill development and as such the site is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered available.	Y – Site is considered achievable.	No	No	No	No
10/003	Aston	0.48	N - This site is located within the Green Belt outside of the existing built up area of Aston, a Category 2 village. Development in this location would represent an incursion into the countryside setting of Aston, impacting on the openness of the Green Belt. The site would not constitute infill development and as such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered available.	Y – Site is considered achievable.	No	No	No	No
10/004	Aston	0.29	N - This site is located within the Green Belt outside of the existing built up area of Aston, a Category 2 village. Development in this location would represent an incursion into the countryside setting of Aston, impacting on the openness of the Green Belt. The site is located to the north of SLAA site ref 10/003 and could only come forward in conjunction with site 10/003 as access is proposed via this land from Dene End. The site would not constitute infill development and as such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered available.	Y – Site is considered achievable.	No	No	No	No

10/006	Aston	9.7	N – This greenfield site is poorly related to any existing settlement and lies within the Green Belt. It is therefore unsuitable at present. However, the site does relate well to other SLAA sites further north, and there may be potential for strategic scale development, including necessary services and facilities, which would relate well to Stevenage.	Y - The site has been promoted through the Call for Sites by the landowner and is considered available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location subject to a review of the Green Belt. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location subject to a review of the Green Belt. The site could be considered to be either deliverable or developable depending on the nature and scale of development.
10/007	Aston	1.3	N - This greenfield site is located in the Green Belt adjacent to Gresley Way and the built up area of Stevenage. The site is currently unsuitable due to its Green Belt location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered available.	Y – Site is considered achievable.			Up to 33 dwellings subject to a review of the Green Belt	
11/001	Bayford	0.18	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
11/002	Bayford	3.35	N - The site lies within the Green Belt, to the north of Bayford along the Ashdene Road. This is a large site and its development would be completely out of scale with the form and character of the village. Whilst there is scope for infill development in Category 2 villages, development in this location would represent an unacceptable intrusion into open countryside and the Green Belt, and as such the site is therefore considered unsuitable for development.	Y - Site has been identified through the Housing Capacity Study and was promoted through the 2007 Local Plan. Site ownership and intentions of this site are therefore known and is considered available.	Y – Site is considered achievable.	No	No	No	No
11/003	Bayford	0.28	N – This site is located within the Green Belt and is currently in authorised Gypsy and Traveller use. The site is in a rural location which is remote from local services and is therefore considered to be an unsustainable location for future general needs housing.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
12/001	Bengeo Rural	22.12	N – This large greenfield site is located within the Green Belt. Part of the site is allocated / safeguarded for Minerals by Hertfordshire County Council. Chapmore End is a small hamlet with no local services. The site is surrounded by predominantly open land and development would be an unacceptable intrusion into open countryside in this unsustainable location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No

12/002	Bengeo Rural	0.41	N - This greenfield site is located within the Rural Area Beyond the Green Belt to the south west of Tonwell, a Category 3 village. Whilst Tonwell is proposed as a Group 2 village in the emerging Draft District Plan, where infill development may be appropriate on sites within the built up area of a settlement, this site is not related to the form and character of the village and as such is not considered suitable for infill development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
12/003	Bengeo Rural	0.32	N - The site is within the Green Belt and is covered by an area TPO designation which would significantly constrain development. Whilst relatively well related to the existing settlement of Chapmore End, the village is a Category 3 settlement and is therefore an unsustainable and unsuitable location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
13/001	Benington	1.74	N – This greenfield site lies within the Rural Area Beyond the Green Belt, to the north of Oak Tree Close, to the west of a doctors surgery. Whilst reasonably well related to the existing built up area of Benington, this is a relatively large site and its development would be out of scale with the form and character of the village. Furthermore, the site contains a number of public rights of way. Whilst there is scope for infill development in Category 2 villages, development in this location would be an unacceptable intrusion into open countryside. As such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
13/002	Benington	0.31	N – This greenfield site lies within the Rural Area Beyond the Green Belt, to the west of Hebing End. Development may impact upon the Burns Green Wildlife Site and a Listed Building, both located to the south of the site. Remote from Benington and its local services the site is considered to be an unsustainable location for development.	Y - Site has been promoted through the Call for Sites process. Site is in multiple land ownership within same family with intentions known. Site is considered available for development.	Y – Site is considered achievable.	No	No	No	No
13/003	Benington	0.34	N - This greenfield site is located within the Rural Area Beyond the Green Belt, to the south of Town Lane, Benington. Although the site has a reasonable relationship with the main part of the settlement, it would represent an inappropriate extension of development in an open gap along Town Lane. The topography of the site would also potentially limit development in this location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
13/004	Benington	0.36	N - This greenfield site lies within the Rural Area Beyond the Green, to the north of Hebing End and in close proximity to Town Green wildlife site. The southern part of the site is at risk of surface water flooding. Remote from Benington and its local services the site is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No

13/005	Benington	0.14	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
13/006	Benington	0.84	N – This greenfield site lies within the Rural Area Beyond the Green Belt, to the south of Hebing End, located adjacent to Whempstead Road with residential development to the north of the site. The site is partially located within the Town Green Wildlife site with mature tree coverage and an electrical substation along the eastern boundary, and a pond on the southern half. The site is part of a loose ribbon of development. Remote from Benington and its local services the site is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
13/008	Benington	0.34	N – This brownfield site lies within the Rural Area Beyond the Green Belt. Previously in use as a chalk pit and pumping station, the site is located within the Benington Conservation Area. This site is heavily covered by mature tree coverage and topographically constrained due to the height difference of the site and the road. Development on this site is not considered to relate well to the built up area and is therefore considered unsuitable for development.	Y - Site is in multiple ownership. However site has been promoted for development by the landowner through the Call for Sites and is therefore considered available for development.	Y – Site is considered achievable.	No	No	No	No
13/009	Benington	0.17	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
13/010	Benington	0.74	N - Site is predominantly a greenfield site containing disused sheds along the north-west boundary of the site. Site is located within the Green Belt in a rural setting with limited access to local services. Site is not considered to be located in a sustainable location and is therefore considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
13/011	Benington	0.17	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
13/012	Benington	0.22	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						

13/013	Benington	0.77	N – This greenfield site lies within the Rural Area Beyond the Green Belt, to the south of Town Lane. The site lies within the Benington Conservation Area and in close proximity to a Grade II listed building. Although the site has a reasonable relationship with the existing built up area, the scale of development proposed is considered to be unsustainable. Benington is identified as a Category 2 village where infill development on a site within the built up area may be appropriate. The site would not constitute infill development and therefore the site is unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable. Developer interest. Western half of the site is located within an AAS, therefore additional costs may be associated with further archaeological investigation.	No	No	No	No
13/015	Benington	0.12	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
13/018	Benington	1.25	N – This greenfield site lies within the Rural Area Beyond the Green Belt, with direct access onto Walkern Road. The site consists of a flat, open field to the north of Benington village and is currently in use as grazing land. Benington is identified as a Category 2 village where infill development on a site within the built up area may be appropriate. Development on this site would not constitute infill development and the scale of development proposed is considered to be unsustainable. The site is therefore considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
15/001	Braughing	1.71	N – This greenfield site lies within the Rural Area Beyond the Green Belt, adjacent to existing development on Pelham Road and opposite the existing housing on Friars Road. The site is relatively large although it does have a reasonable relationship with the existing built up area of Braughing. Potential access can be achieved from Pelham Road. The site has surface water flooding issues towards its northern boundary. Development of part of the site may be considered appropriate with careful layout in keeping with the surrounding area without having an adverse impact visually. However the site is currently outside of the village boundary. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.			Up to 30 dwellings The site is considered deliverable subject to an amendment to the village boundary through a Neighbourhood Plan for Braughing.	
15/002	Braughing	0.83	N – This greenfield site lies within the Rural Area Beyond the Green Belt, between Braughing and Hay Street. Development in this location would represent an unacceptable extension of ribbon development in a rural setting. Remote from Braughing and its local services the site is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No

15/003	Braughing	1.61	N - This greenfield site lies within the Rural Area Beyond the Green Belt. Development of the site would be out of scale with the character of the existing village. Although the site lies adjacent to the village boundary, it cannot be described as being within the built up area of the village. The site is part of the open countryside, traversed by public footpaths, and separates the village from the isolated ribbon development to the north. To connect the two would involve an unacceptable incursion into countryside, which forms an important setting for the village. An outline application for 60 houses (3/14/1448/OP) was refused, a public inquiry has taken place and the appeal has been dismissed.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
15/004	Braughing	6.7	N - This large greenfield site lies within the Rural Area Beyond the Green Belt. Development of the site would be out of scale with the character of the existing village. Although the site lies adjacent to the village boundary, it cannot be described as being within the built up area of the village. The site is part of the open countryside, traversed by public footpaths, and separates the village from the isolated ribbon development to the north. To connect the two would involve an unacceptable incursion into countryside, which forms an important setting for the village. An outline application for 60 houses (3/14/1448/OP) was refused, a public inquiry has taken place and the appeal has been dismissed.	Y - Site has been promoted through the call for sites process. Planning application indicates the site owners intentions. Site is therefore considered available.	Y – Site is considered achievable.	No	No	No	No
15/005	Braughing	0.73	N – This site is located within the Rural Area Beyond the Green Belt. Outline permission for up to 10 dwellings (3/14/0094/OP) has previously been refused. Reasons for refusal included the elevated position of the site above Green End and physical alterations necessary to the frontage of the site that would impact the street scene and wider landscape, and would fail to preserve or enhance the character and appearance of the Braughing Conservation Area. A revised scheme may be able to overcome these issues, however, given the location of the site outside of the identified Braughing village boundary, the site is currently considered unsuitable. Highway works would be required to provide suitable access. A planning application for 8 dwellings is currently being considered.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable. Site remediation measures required to provide access to the site which is at an elevated level from the road.			Up to 18 dwellings The site is considered deliverable subject to an amendment to the village boundary through a Neighbourhood Plan for Braughing.	

15/007	Braughing	0.33	N – Site is located within the Rural Area Beyond the Green Belt, an Area of Archaeological Significance and within the Braughing Conservation Area. Access to the site would be via Hull Lane. Site is covered in view from Hull Lane with trees and hedges. Development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable. There may be costs associated with the AAS.			Up to 8 dwellings		
15/009	Braughing	0.29	Y – Site is located within the Braughing village boundary. As such there is no in principle objection to development in this location.	N - Site identified in the Housing Capacity Study. Ownership of site is not known. Site is not currently considered available.	Y – Site is considered achievable.		Up to 7 dwellings			
15/012	Braughing	0.46	N – This greenfield site is located within the Rural Area Beyond the Green Belt, the Braughing Conservation Area and an Area of Archaeological Significance. Located in the 'gap' between the main built up areas of the village, the site is located within Flood Zone 3. The southern part of the site is within a Local Wildlife Site and there are Listed Buildings in the locality. The site is not considered suitable for development.	N - Site identified in the Housing Capacity Study. Ownership of site is not known. Site is not considered available.	Y – Site is considered achievable.	No	No	No	No	No
15/016	Braughing	36	N – This very large greenfield site is located within the Rural Area Beyond the Green Belt to the north of Braughing. Development of the site would be totally out of scale with the existing village and contrary to the Council's policy to allow some limited development in sustainable villages. The site is part of the open countryside, traversed by public footpaths, and separates Braughing from the hamlet of Hay Street to north. To connect the two would involve an unacceptable incursion into open countryside, which forms an important setting for the village. The site is not considered suitable for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No	No
15/019	Braughing	2.49	N – This greenfield site is located within the Rural Area Beyond the Green Belt to the north of Braughing. The site falls within SLAA site ref 15/016. The site is part of the open countryside and is isolated from both Braughing to the south and Hay Street to the north. The site is in a rural location which is remote from local services and is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No	No

15/020	Braughing	6.1	N- This large green field site is located to the north of Puckeridge in the Rural Area Beyond the Green Belt, an Area of Archaeological Significance and within a Scheduled Monument. The site is located away from the built up area of the village, in open countryside. The site does not have direct access. Constrained by both its unsustainable location and topography the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable. Access to the site would need to be resolved. There may also be costs associated with the AAS and Scheduled Monument.	No	No	No	No
16/001	Brent Pelham	0.31	N - This greenfield site is located within the Rural Area Beyond the Green Belt, an Area of Archaeological Significance and within the Brent Pelham Conservation Area. Located on Pump Hill, the site is surrounded by low density residential development. There is currently no direct access to the site. Access may be constrained by TPO's along the eastern boundary. Although relatively well related to existing development, Brent Pelham is a Category 3 village and is therefore considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable. Access to the site would need to be resolved. There may also be costs associated with the AAS.	No	No	No	No
17/001	Brickendon Liberty	1.09	Site not assessed as permission has been granted and development is complete.						
17/002	Brickendon Liberty	24.89	N - This is a large greenfield site located within the Green Belt, to the south of Hertford. It is located between the railway line and Brickendon Lane. There is potential for development to have a negative impact on Brickendonbury. Development would represent an unacceptable incursion into open countryside, impacting on the openness of the Green Belt in this location. As such the site is considered unsuitable for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
17/003	Brickendon Liberty	0.17	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
18/001	Buckland	0.155	N – Although well related to the built up area of Buckland, this treed site is located within the Rural Area Beyond the Green Belt. There are a number of Listed Buildings near/adjacent to the site. A previous application for two or three detached dwellings was refused. Buckland is a Category 3 village with limited services and facilities and is therefore considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No

19/001	Cottered	2.18	N – This is an isolated site located within the Rural Area Beyond the Green Belt. Surrounded by open fields and a handful of farm house residences, the site is accessed via a narrow road. There is a history of refused and withdrawn planning applications on the site including for an agricultural barn to house a herd of Alpacas. The southern edge of the site lies in Flood Zone 3. Given that the site is in a rural location which is remote from local services it is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
19/002	Cottered	12.94	N – This large greenfield site is located within the Rural Area Beyond the Green Belt. Cottered is a Category 3 village which has limited services and facilities. It has no school and no shop and would be an unsustainable location for further significant housing development. The site would be out of scale with the settlement, unrelated to the form of the village and an unacceptable intrusion into open countryside. Site is not considered suitable for future housing development.	Y - The site has been promoted through the Call for Sites by two landowners and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
19/003	Cottered	0.45	N – This site lies within the Rural Area Beyond the Green Belt, partly within an Area of Archaeological Significance and within the Cottered Conservation Area. Warren Lane is a narrow road with farm houses on both sides. Although relatively well related to the existing village Cottered is a Category 3 village and so the site is therefore currently unsuitable. The site may be suitable for infill development subject to a change in village categorisation.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable. Access to the site would need to be resolved. There may also be costs associated with the AAS.			Up to 5 dwellings The site is deliverable subject to a change to village categorisation	
20/001	Datchworth	0.48	N - Site is within the Green Belt. While it is well related to existing development, Bulls Green is a Category 3 village which is an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
20/002	Datchworth	0.78	N - Site is a previously developed site but is currently in commercial use. The site is also within the Green Belt and is detached from the main built up area of Datchworth. It is therefore in an unsustainable location for future housing development.	N - Site is currently in employment use and is not considered to be available at present. However the site has been promoted by the landowners through the Call for Sites process.	Y – Site is considered achievable.	No	No	No	No
20/003	Datchworth	1.32	N - Site is within the Green Belt. While it is well related to existing development, Burnham Green is a Category 3 village which is an unsustainable location for future housing development.	N - The southern part of the site is currently in use as a site for mobile homes and so is not considered to be currently available.	Y - Site is considered achievable.	No	No	No	No

20/009	Datchworth	20	N – This large greenfield site is located in the Green Belt adjacent to the main built up area of Datchworth, a Category 2 village. The southern part of the site is within an Area of Archaeological Significance. Development in this location would be totally out of scale with the village and an unacceptable intrusion into the openness of the Green Belt. This site is therefore considered unsuitable for development	N - The site was not submitted through the Call for Sites and it is therefore not known whether the site is available.	Y – Site is considered achievable. There may be costs associated with the AAS.	No	No	No	No
20/010	Datchworth	4.12	N – This large greenfield site is located in the Green Belt adjacent to the main built up area of Datchworth, a Category 2 village. Although the site is adjacent to the main built up area of the village the scale of development proposed would be inappropriate, representing an unacceptable intrusion into the openness of the Green Belt. This site is therefore considered unsuitable for development	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
20/011	Datchworth	2.5	N - Site is within the Green Belt. Development would involve the consolidation of existing ribbon development away from the main part of the village. Previous applications for residential development in this location have been refused. Burnham Green is a Category 3 village which is an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
20/012	Datchworth	4.75	N – This large greenfield site is located in the Green Belt. It is poorly related to the main built up area of the village and the scale of development proposed would be inappropriate, representing an unacceptable intrusion into the openness of the Green Belt. This site is therefore considered unsuitable for development	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
21/001	Eastwick & Gilston	2.29	N – The site is located within the Green Belt and is currently used as stables. There are existing residential dwellings to the south-eastern part of the site, while there is an upward slope on its northern part. Although the site has direct access and lies close to existing development, Gilston is a Category 3 village and is therefore considered to be an unsustainable location for further non-strategic development. There is however potential for the site to form part of a much larger strategic site to the north of Harlow.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. However, it is likely that significant infrastructure would be required which would impact on viability.				The site is unsuitable when considered in isolation. However, it could form part of a much larger strategic scale development to the north of Harlow subject to a review of the Green Belt

21/002	Eastwick & Gilston	136.29	N - There are a number of constraints on site including Areas of Archeological Significance and Wildlife Sites. It is likely however that, given the size of the site, impacts on these areas could be mitigated through careful design. The south western part of the site lies within Flood Zones 2 and 3 which would constrain the developable area. The site could provide strategic scale development, either in isolation or as part of a wider scheme involving neighbouring sites. However, the site is within the Green Belt and is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. However, it is likely that significant infrastructure would be required which would impact on viability.					The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the north of Harlow subject to a review of the Green Belt
21/004	Eastwick & Gilston	1015.41	N - There are a number of constraints on site including Areas of Archeological Significance and Wildlife sites. It is likely however that, given the size of the site, impacts on these areas could be mitigated through careful design. The southern part of the site lies within Flood Zones 2 and 3 which would constrain the developable area. The site could provide strategic scale development, either in isolation or as part of a wider scheme involving neighbouring sites. However, the site is within the Green Belt and is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.					The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the north of Harlow, subject to a review of the Green Belt
21/005	Eastwick & Gilston	0.81	N - This Green Belt site is designated as an Area of Archaeological Significance. Whilst located adjacent to Terlings Park, the site is separated from SLAA sites to the north by the A414 and appears isolated and unrelated to existing development and facilities. The site is therefore considered to be an unsuitable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No	
21/006	Eastwick and Gilston	8.02	N - This Green Belt site is designated as an Area of Archaeological Significance. Gilston Park House is also a Grade 2* listed building and any development in this location would have a significant impact on its setting. The site is therefore considered to be an unsuitable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No	
21/009	Eastwick & Gilston	113.35	The site is largely within Flood Zones 2 and 3 which would constrain the developable area and result in isolated development. The site could provide strategic scale development, either in isolation or as part of a wider scheme involving neighbouring sites. However, the site is within the Green Belt and is therefore unsuitable	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. However, it is likely that significant infrastructure would be required which would impact on viability.					The site is unsuitable when considered in isolation. However, it could form part of a much larger strategic scale development to the north of Harlow subject to a review of the Green Belt

22/001	Furneux Pelham	0.31	Y – This greenfield site is located in the Rural Area Beyond the Green Belt, within Furneux Pelham, a Category 2 village. Although well related to the existing built up area, there is no direct access to the site. The site is covered by dense foliage and would require clearing. The site may also require levelling due to the height difference between the road and site. Current policy allows for infill development within the built up area to meet an identified local need.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	Up to 5 dwellings				
22/002	Furneux Pelham	0.26	N - Site is a greenfield site, located within the Rural Area Beyond the Green Belt, to the east of Furneux Pelham. Located adjacent to a Grade II listed building, the site is bounded by heavy foliage without direct access into it. The site is divorced from the main settlement and local services and facilities and is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No	No
22/003	Furneux Pelham	0.37	N – This greenfield site is located within the Rural Area Beyond the Green Belt, to the south of Barleycroft End, Furneux Pelham. The site is located opposite a recreational sports pitch and is currently in agricultural use. Located adjacent to Barley Croft Works site this may restrict residential development on the site. The site has direct access to Violets Lane, however, it does not relate well to the main built up area of the settlement. Development would represent ribbon development. The site is therefore considered unsuitable for infill development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No	No
22/004	Furneux Pelham	0.25	N – This brownfield site is located within the Rural Area Beyond the Green Belt, an Area of Archaeological Significance and the Furneux Pelham Conservation Area. The site partially serves as an access to adjacent buildings and to a storage and employment site on the southern part of the site. The site is located outside of the main built up area. Whilst there is scope for infill development in Category 2 villages, the site forms part of a wider gap which is important to the setting of the village. Planning permission for the	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No	No
22/011	Furneux Pelham	0.72	N - This greenfield site is located within the Rural Area Beyond the Green Belt and the Furneux Pelham Conservation Area. The site slopes, with the eastern part at risk of flooding. The site is located outside of the main built up area. Whilst there is scope for infill development in Category 2 villages, the site forms part of a wider gap which is important to the setting of the village. As such the site is considered unsuitable for development.	N - Site identified in the Housing Capacity Study. Ownership of site is not known. Site is not considered available.	Y - It is considered that the site is achievable.	No	No	No	No	No

22/013	Furneux Pelham	0.29	N - This greenfield site is located within the Rural Area Beyond the Green Belt and the Furneux Pelham Conservation Area. The site is located outside of the main built up area and comprises an open field, bounded by heavy tree coverage with direct access from the south. Located to the west of the River Ash, the site is within Flood Zone 3 and an area of Surface Water Flood Risk. Whilst there is scope for infill development in Category 2 villages, the site forms part of a wider gap which is important to the setting of the village. As such the site is considered unsuitable for development.	N - Site identified in the Housing Capacity Study. Ownership of site is not known. Site is not considered available.	Y - It is considered that the site is achievable.	No	No	No	No
22/014	Furneux Pelham	1.11	N - This greenfield site is located within the Rural Area Beyond the Green Belt and the Furneux Pelham Conservation Area. The site is located outside of the main built up area and appears to be open space/garden land. The site partially lies within Flood Zone 3 with Surface Water Flood Risk to the east, adjacent to the river. The western part of the site is also located within a designated wildlife site. Whilst there is scope for infill development in Category 2 villages, the site forms part of a wider gap which is important to the setting of the village. As such the site is considered unsuitable for development.	N - Site identified in the Housing Capacity Study. Ownership of site is not known. Site is not considered available.	Y - It is considered that the site is achievable.	No	No	No	No
23/001	Great Amwell	0.65	This site has not been assessed as it has been confirmed as no longer being available.						
23/002	Great Amwell	2.05	N – This brownfield site is located within the Green Belt in Great Amwell, a Category 2 Village. The site is currently in use as a nursery with storage units. The site is fairly well screened by mature hedgerows to the south and east of the site. Whilst the site is relatively well related to the village, Great Amwell is a small village where infill development only is appropriate. Development of a site of this size would be out of scale and character with the area and would impact on the openness of the Green Belt in this strategic gap. As such the site is considered unsuitable for housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	No	No	No	No
23/003	Great Amwell	0.23	Y – This partially greenfield site is located in the Green Belt, within the built up area of Stanstead Abbots. The northern part of the site is within a Local Wildlife Site. There is an existing depot located on the site; the SLAA site boundary excludes the pumping station. The site falls within an area of Surface Water Flood Risk where the sequential test would need to be met. Site is also located adjacent to a railway line where a buffer may be required. The site is potentially considered suitable for infill development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable.	Up to 5 dwellings			

23/004	Great Amwell	39.49	N – This large greenfield site is located within the Green Belt, to the west of Great Amwell and east of the A10. The site lies in the strategic gap between the southern edge of Ware and the north side of Hoddesdon (2.4 km apart). Large scale development in this location would represent a clear incursion into open countryside, impacting on the openness of the Green Belt in this sensitive location and as such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y – Site is considered achievable.	No	No	No	No
23/008	Great Amwell	0.25	Y – This greenfield site is located within the built-up area of Stanstead Abbots. Part of the site is located within a wildlife site. However, it is considered that the site has potential for infill development.	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y – Site is considered achievable.		Up to 6 dwellings		
23/016	Great Amwell	0.75	Y - Site is a greenfield site located adjacent to New River to the west of the site with Amwell Lane, and a single track road, to the east. As the site is in Flood Zone 2 the sequential test would need to be met and if necessary appropriate flood mitigation measures implemented. The site is topographically constrained by the slope to the west of the site which may impact upon the density and layout of any scheme. As the site is located within the built up area of Stanstead Abbots, development is considered suitable.	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y – Site is considered achievable.		Up to 19 dwellings		
23/018	Great Amwell	0.56	N – This greenfield site is located in the Green Belt, adjacent to the A1170. Great Amwell is a Category 2 Village and whilst the site is reasonably well related to the built up area, it is not considered that it would represent infill development. As such the site is considered unsuitable for housing development.	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y – Site is considered achievable.	No	No	No	No
23/019	Great Amwell	1.61	N - This brownfield site is located in the Green Belt and is currently in use for employment purposes, although not designated as an Employment Area in the Local Plan. Great Amwell is a Category 2 Village and whilst the site would represent infill development, the site is considered unsuitable due to its employment use	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y – Site is considered achievable.	No	No	No	No
23/020	Great Amwell	0.84	N - This Green Belt site is currently private garden land. The site also forms part of the Amwell Pool and Amwell Grove Historic Park & Garden where development would have a significant impact. As such the site is considered unsuitable for residential development.	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y - Site is considered achievable.	No	No	No	No

23/021	Great Amwell	22.2	N - This greenfield site is located to the east of the A1170 with access from Hillside Lane. The site is located within the Green Belt and forms part of the strategic gap between Great Amwell and Stanstead Abbots. As such the site is considered unsuitable for residential development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
23/022	Great Amwell	3.69	N – This part brownfield/greenfield site is located within the Green Belt in Great Amwell, a Category 2 Village. Part of the site is currently in use as a nursery with storage units. Whilst the site is relatively well related to the village, Great Amwell is a small village where infill development only is appropriate. Development of a site of this size would be out of scale and character with the area and would impact on the openness of the Green Belt in this strategic gap. As such the site is considered unsuitable for housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
25/001	Hertford Heath	5.46	N – This large greenfield site is located within the Green Belt and its development would be totally out scale with the village. It would also involve an unacceptable intrusion into open countryside on the opposite side of the main road to the village. It would be an isolated development and an intrusion into land, which forms part of a swathe of agricultural land and is part of the open setting of the village. There are TPOs on northern and eastern boundaries of site. Whilst Hertford Heath is currently identified as a Category 1 village, where limited small-scale and infill development may be appropriated, this site in its present form is physically and visually part of the open setting of the village, and as such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
25/002	Hertford Heath	70.38	N – This strategic greenfield site is located in the Green Belt to the north of the main built up area of Hertford Heath, a Category 1 village. Developing a large neighbourhood/settlement in this location would be totally out of scale with the village and an unacceptable intrusion into the openness of the Green Belt. Elevated topography with rural character, the site provides a valuable landscape setting to the village. Lying between the gap between north west Hoddesdon and south east Hertford development in this Green Belt location will lead to a clear reduction in separation. This strategic site is therefore considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

25/003	Hertford Heath	1.7	N – This part greenfield/brownfield site is located in the Green Belt outside of the village boundary. Whilst the site has some existing dwellings on it, further intensification would impact on the openness of the Green Belt in this location. As such the site is considered unsuitable for further residential development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
25/007	Hertford Heath	0.86	Y – Located within the existing built up area of Hertford Heath, a Category 1 village, this site comprises various back gardens. Site could offer the potential for residential development.	N - Site has been identified through the Housing Capacity Study, therefore site ownership and intentions for this site are unknown.	Y - Site is considered achievable.		Up to 22 dwellings		
26/001	Hertingfordbury	128.5	N - This is a very large site in the Green Belt. The site promoter has suggested that it could be appropriate for a number of uses. However, there are a large number of constraints on the site. Part of it remains in use as a quarry, and the workings and curtilage take up a considerable amount of land. Part of the site is also constrained by Flood Zones 2 and 3 and the promoter advises that there are lagoons on site. Further constraints include a Scheduled Ancient Monument, Tree Preservation Orders and Local Wildlife Sites. Given it's isolated location, it is considered that any development would represent an unacceptable incursion into open countryside. The site was identified within the G&T Identification of Potential Sites study and is potential suitability for this use is still being assessed.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/002	Hertingfordbury	10.86	This site has not been assessed at the request of the site promoter.						
26/003	Hertingfordbury	71.11	N – This large greenfield site is located in the Green Belt to the east of Welwyn Garden City, north of the A414. The majority of the site is identified as an Area of Archaeological Significance and there are a number of features of historic importance in the locality. The area contains known reserves of sand and gravel minerals which would need to be extracted prior to any development. The site is currently unsuitable; however, it offers the opportunity to provide a sustainable urban extension to Welwyn Garden City subject to a review of the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.				The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the east of Welwyn Garden City, subject to a review of the Green Belt

26/004	Hertingfordbury	127.21	N – This submission is made up of a number of large greenfield sites within the Green Belt linking Hertingfordbury, Birch Green and Letty Green below the Old Coach Road and another two sites north of the A414. The developer notes that the area could provide small-scale development in keeping with the character of the existing settlements. There are a number of features of historic and environmental importance in the locality and large parts of the area are identified as Areas of Archaeological Significance. Hertingfordbury, Birch Green and Letty Green are currently Category 3 Villages where no building will be permitted. However, whilst it is acknowledged that all three villages are identified as a Group 2 Villages in the emerging District Plan, development in this location would not constitute infill development and as such the sites are considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/005	Hertingfordbury	0.69	N – This brownfield site is located within the Green Belt to the east of Birch Green. The site is currently used for horticulture and storage. Birch Green is currently identified as a Category 3 Village where no building will be permitted. Whilst it is acknowledged Birch Green is identified as a Group 2 Village in the emerging District Plan, development in this location would not constitute infill development and as such the site is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/006	Hertingfordbury	3.8	N – This greenfield site is located in the Green Belt to the west of Hertingfordbury, in close proximity to two Grade II Listed Buildings. Poorly related to the existing settlement, development in this location would represent an unacceptable incursion into the countryside impacting on the openness of the Green Belt. As such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/007	Hertingfordbury	1.8	N – This part brownfield/greenfield site is located in the Green Belt to the west of Hertingfordbury, in close proximity to two Grade II Listed Buildings. Poorly related to the existing settlement, development in this location would represent an unacceptable incursion into the countryside impacting on the openness of the Green Belt. As such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

26/008	Hertingfordbury	0.6	N – This greenfield site is located in the Green Belt to the north of Birch Green. To the east of the site lie two Grade II Listed Buildings. Birch Green is currently identified as a Category 3 Village where no building will be permitted. Whilst it is acknowledged Birch Green is identified as a Group 2 Village in the emerging District Plan, development in this location would not constitute infill development and as such the site is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/009	Hertingfordbury	0.57	N – This greenfield site is located in the Green Belt to the north of Birch Green. To the east of the site lie two Grade II Listed Buildings. Birch Green is currently identified as a Category 3 Village where no building will be permitted. Whilst it is acknowledged Birch Green is identified as a Group 2 Village in the emerging District Plan, development in this location would not constitute infill development and as such the site is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
26/010	Hertingfordbury	7	N – This greenfield site is located in the Green Belt to the east of Staines Green. Staines Green is a Category 3 Village where no building will be permitted. As such the site is considered unsuitable for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
27/002	High Wych	169.98	N – This large greenfield site is located in the Green Belt around High Wych. There are a number of constraints on site including Areas of Archaeological Significance and Wildlife Sites. It is likely that, given the size of the site, impacts on these areas could be mitigated through careful design. However, located in the strategic gap between Sawbridgeworth and Harlow, development in this location is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

27/003	High Wych	6.81	N – This greenfield site lies within the Green Belt. High Wych is a Category 2 village with limited services and facilities. Part of the site is within the High Wych Conservation Area. Infill development may be appropriate within the built up area of the village. However, this is a large site which could accommodate a significant amount of development, which would be out of keeping with the scale and form of the village. Development in this location would impact on the openness of the Green Belt. An outline application (3/09/0214/OP) for five houses has previously been refused on part of the site. Reasons for refusal included: detriment to the setting of two listed buildings (High Wych Grange and St James's Church) and to High Wych Conservation Area; inadequate access into site and substandard visibility along High Wych Road. Overall, the site is considered unsuitable for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
27/004	High Wych	1.72	N – This greenfield site lies within the Green Belt. The northern part of the site is located in the High Wych Conservation Area and there are Listed Buildings nearby. The site is surrounded by open land apart from a few buildings/structures to the north. Direct access to the site is currently provided from High Wych Lane, through a playground. This is a relatively large site, unrelated to the form and character of the village. Its development would be an incursion into land which forms part of the countryside and the visual setting for the village. As such is not considered suitable for development.	N - The ownership of the site is not known. Site not considered to be available now.	Y - Site is considered achievable.	No	No	No	No
27/007	High Wych	0.16	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
27/008	High Wych	0.7	N - This greenfield site is located within the Rural Area Beyond the Green Belt. Although relatively well related to existing development, Allen's Green is a Category 3 village and is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
28/001	Horstead	0.9	Y - Site is located within the Rural Area Beyond the Green Belt and in Flood Zone 3. Site is proposed for leisure/recreational use. Planning permission (3/09/0352/FP) previously granted for a football pitch and car parking. Site is therefore considered suitable for leisure/recreational use.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available. Planning permission (3/09/0352/FP) previously granted for a football pitch and car parking.	Y - Site is considered achievable for leisure/recreation use.	Leisure/Recreation use			

28/002	Horstead	3.63	N – This predominantly greenfield site is located within Rural Area Beyond the Green Belt. This is a relatively large site and its development would be out of scale with the existing village. Whilst development would link the school and the main built up area of the village this would be an unacceptable intrusion into the countryside setting of the village. Great Horstead is also a Category 3 village which is an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
28/003	Horstead	0.89	N - This partially brownfield site is located within the Rural Area Beyond the Green Belt, adjacent to the Great Horstead Conservation Area. The northern part of the site is open land and a brick grain store, which is currently unused, is located on the southern boundary of the site. Planning permission (3/11/1387/FP) has previously been granted for use of the land to the front of the barn as overspill car parking for up to 10 vehicles. Site slopes gradually to the north. Whilst the site is well located adjacent to the built up area, Great Horstead is a Category 3 village which is an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
28/004	Horstead	1.28	N - This greenfield site is located within the Rural Area Beyond the Green Belt. Located to the rear of existing residential development, there is no direct access. There is pedestrian access to the south-east boundary of the site; however, further highways work would be necessary. Whilst the site is located adjacent to the built up area, Great Horstead is a Category 3 village which is an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
28/005	Horstead	1.03	N – This isolated brownfield site is located within the Rural Area Beyond Green Belt. The site is currently in B2 and B8 use, although not designated as an Employment Area in the Local Plan. Given that the site is in a rural location which is remote from local services it is considered to be an unsustainable location for future housing development. It is also important to ensure that local employment sites are not lost to housing to ensure a balanced community.	N - Whilst the site has been promoted through the Call for Sites process, site is currently in employment use and is not considered available.	Y - Site is considered achievable.	No	No	No	No

29/001	Hunsdon	28.95	N – This large greenfield site is located within the Rural Area Beyond the Green Belt, to the west of Hunsdon, a Category 1 village. Part of the site is within an Area of Archaeological Significance; there is a local Wildlife Site on its southern boundary. This site would more than double the size of the village, substantially changing its character. Development of the site would be totally out of scale with the village and an unacceptable intrusion into the countryside. The site is not considered to offer a suitable location for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
29/002	Hunsdon	1.07	N - This greenfield site is located within the Rural Area Beyond the Green Belt to the north of Hunsdon, a Category 1 village. The site is not well related to the existing settlement and development would result in an extension of ribbon development into open countryside. The site is not considered to offer a suitable location for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
29/003	Hunsdon	1.14	N - This brownfield site is located in the Rural Area Beyond the Green Belt and is currently in various uses including employment, although not designated as an Employment Area in the Local Plan. While the site lies outside of the identified village boundary, it is well related to the existing settlement and could offer the opportunity to provide small scale development which may enhance the character of the village in this location.	N - While the site has been promoted through the Call for Sites on behalf of the landowner, it is currently designated as an Employment Area and is therefore not considered to be currently available.	Y - Site is considered achievable.			Up to 30 dwellings	
29/004	Hunsdon	114.43	N - There are a number of constraints on site including Areas of Archaeological Significance and Wildlife sites. It is likely however that, given the size of the site, impacts on these areas could be mitigated through careful design. The site could provide strategic scale development, either in isolation or as part of a wider scheme involving neighbouring sites. However, the site is within the Green Belt and is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.				The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the north of Harlow, subject to a review of the Green Belt

29/005	Hunsdon	0.41	N – This greenfield site is located on the east side on Hunsdon. There are allotments to the west, with existing residential development to the north and south. The site is therefore well related to the existing village. The site was recently the subject of an outline planning application, along with SLAA sites 29/020 and 29/015, for the demolition of 30 Wicklands Road and the erection of 15 dwellings. The application was refused on the basis of issues relating to surface water drainage and access. Due to lack of access, this site could not be developed in isolation. Overall the site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 10 dwellings Subject to surface water and access issues and an amendment to the village boundary through a Neighbourhood Plan for Hunsdon.	
29/015	Hunsdon	0.36	N - This site is located to the east of Hundon. It is well related to the existing village. The site was recently the subject of an outline planning application, along with SLAA sites 29/020 and 29/015, for the demolition of 30 Wicklands Road and the erection of 15 dwellings. The application was refused on the basis of issues relating to surface water drainage and access. Overall the site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - While the site was not submitted through the Call for Sites process, it was recently the subject of a planning application and is therefore considered to be available.	Y - Site is considered achievable.			Up to 9 dwellings Subject to surface water and access issues and an amendment to the village boundary through a Neighbourhood Plan for Hunsdon.	
29/017	Hunsdon		N - This brownfield site lies within Rural Area Beyond the Green Belt in the hamlet of Hunsdonbury, a Category 3 settlement. It is therefore considered to be unsuitable for future housing development. However, the site could provide strategic scale development as part of a wider scheme involving neighbouring sites. There is a planning application on the site awaiting decision on for the demolition of existing dwellings and erection of 14 number of dwellings with garaging and landscaping (3/15/0260/FUL).	N - While the site has been promoted through the Call for Sites on behalf of the landowner, development would result in the loss of an employment site and therefore is not considered to be currently available.	Y - Site is considered achievable.				The site could provide strategic scale development as part of a wider scheme, to the north of Harlow.
29/019	Hunsdon	2.81	N – The site lies in the Green Belt, in an isolated location on the edge of Hunsdonbury. The site is a clearing within a woodland. To the east is Bury Plantation which is designated as a Wildlife Site. The site is predominantly open. The site is submitted as part of a 'linked hamlet' concept. However this is not considered a sustainable approach for future housing development and would result in isolated groupings of development with no supporting infrastructure/services. The site is considered unsuitable for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

29/020	Hunsdon	0.25	N – This greenfield site is located on the east side on Hunsdon. There are allotments to the west, with existing residential development to the north. The site is therefore well related to the existing village. The site was recently the subject of an outline planning application, along with SLAA sites 29/020 and 29/015, for the demolition of 30 Wicklands Road and the erection of 15 dwellings. The application was refused on the basis of issues relating to surface water drainage and access. Overall the site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 6 dwellings	
29/021	Hunsdon	5.66	This site has been removed from the SLAA assessment. A new site area has been submitted which will be assessed in Round 4 of the SLAA.						
30/001	Little Berkhamsted	5.7	N - The site is located within the Green Belt and is not related to any existing settlement and development would result in an unacceptable incursion into the countryside. The site is therefore in an unsustainable location and is unsuitable for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
30/002	Little Berkhamsted	2.9	N - This greenfield site is located within the Green Belt in Little Berkhamsted, a Category 3 village. While the site is reasonably well related to the existing settlement Little Berkhamsted has limited services and facilities and as such is considered to be an unsuitable location for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
31/001	Little Hadham	0.66	N - This is a greenfield site located to the south of Stortford Road. The site is covered by an Area of Archaeological Significance designation although it is likely that this could be mitigated. The site is not well related to the existing settlement and development would represent an unacceptable extension to existing ribbon development. This site is within the Rural Area Beyond the Green Belt and is therefore unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

31/002	Little Hadham	269.05	N - This is a very large greenfield site, consisting of a number of open fields around the village of Little Hadham, a Category 2 village. Topographically the site varies, the northern half of the site overlooks Little Hadham and is highly visible from surrounding areas. The River Ash runs through the site, along the eastern half on a north-south axis. Along the line of the river, the site lies within Flood Zone 3 with a risk of Surface Water Flooding although the construction of the Little Hadham bypass and associated flood alleviation measures should largely address this issue. While the site could form part of a larger strategic scale of development in this location in the future, it is currently considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.
31/003	Little Hadham	3.35	N - This is a brownfield site located in Bury Green. The site currently contains vacant offices and is identified in the Local Plan as a Major Developed Site. Planning permission (3/07/1540/PD) for the demolition of these units was granted in 2007 although this has not been implemented. The site is relatively well related to the existing settlement of Bury Green but, as this is a Category 3 village, the site is considered to be unsuitable for the scale of development envisaged.	N - While the site has been promoted through the Call for Sites on behalf of the landowner, development would result in the loss of an employment site and therefore is not considered to be currently available.	Y - Site is considered achievable.	No	No	No	No
31/004	Little Hadham	0.24	N - This greenfield site is located within the Rural Area Beyond the Green Belt and is currently used as private garden land for the occupiers to the east of the site. The site is well related to the existing built up area of Hadham Ford but does not constitute infill development in a Category 2 village and is therefore currently considered to be unsuitable. While Hadham Ford was identified as a Group 1 village in the Preferred Options District Plan, it has since been identified as a Group 2 village within the Interim Village Hierarchy Study.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
31/005	Little Hadham	0.41	N - This is a greenfield site located within the Green Belt to the north east of Bury Green. The site consists of an enclosed field bounded by mature hedgerow with direct access on the northern boundary of the site. A wildlife site covers much of the site. Development in this isolated location would result in an unacceptable incursion into the countryside, impacting on the openness of the Green Belt. The site is therefore considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

31/006	Little Hadham	0.66	Y - This is a greenfield site located to the south of Stortford Road . The site consists of a flat, open field. The site is constrained as it is located within Rural Area Beyond the Green Belt. Furthermore, the site lies within an area at risk of Surface Water Flooding where mitigation measures would be required as part of any development. However, the site is located in close proximity to local services and facilities. The site is regarded as infill development and so is considered to be suitable for limited development in accordance with Category 2 village policy.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable,	Up to 5 dwellings			
31/007	Little Hadham	0.92	The assessment has been removed as the site promoter has submitted an updated site area which will be considered through Round 4 of the SLAA.						
31/012	Little Hadham	0.1	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
31/021	Little Hadham	0.14	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
31/022	Little Hadham	2.2	N - This is a brownfield site located within the Rural Area Beyond the Green Belt to the north-west of Little Hadham and is formerly a minerals extraction site. The site is constrained as it is at high risk of Surface Water Flooding and there could also be a problem with providing suitable vehicular access. A large part of the site is designated as a County Wildlife Site. Development of the site in isolation would result in an unacceptable incursion into the countryside. While the site could form part of a larger strategic scale of development in this location in the future, it is currently considered to be unsuitable.	N - Site has been identified through the Housing Capacity Study, therefore land ownership and intentions for the site are unknown.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.
31/024	Little Hadham	5.1	N - This greenfield site is located within the Rural Area Beyond the Green Belt to the south of Stortford Road. The site is not well related to the existing settlement and would represent an unacceptable incursion into the countryside. The site is therefore unsuitable for future development.	N - Land ownership and intentions for the site are unknown.	Y - Site is considered achievable.	No	No	No	No

31/025	Little Hadham	12.18	N - This part greenfield, part brownfield site is located within the Rural Area Beyond the Green Belt. The northern half of the site is in industrial use while the southern half is greenfield, adjacent to the A120. There is direct access to the industrial units via Church End, with no direct access to the southern half of the site. While development of the site in isolation would be unacceptable, it could form part of a larger strategic scale of development in this location in the future.	N - Site has been identified through the Call for Sites process with land ownership and intentions known. However, upper half of site is currently in employment use and is therefore not considered available at the present time	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.
31/026	Little Hadham	1.08	N - This is a brownfield site, located to the south of Hadham Ford within the Rural Area Beyond the Green Belt and within an Area of Archaeological Significance. The site which is a disused pit is poorly related to Hadham Ford. Development would represent an unacceptable incursion into the countryside in this location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - In order to bring this site forward remediation of the site would be required. However without further information it is considered that the site is achievable.	No	No	No	No
31/027	Little Hadham	2.62	N - This is a greenfield site located within the Rural Area Beyond the Green Belt. Development in this location would lead to a significant reduction in the gap between Little Hadham and Hadham Ford. The southern part of the site, which is closest to existing development, lies within Flood Zone 3b. Development of the remaining part of the site, outside of Flood Zone 3b, would be unsuitable as it would be poorly related to the existing village. It is therefore considered to be unsuitable for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
31/028	Little Hadham	0.74	N - This is a greenfield site located to the north of Little Hadham, within the Rural Area Beyond the Green Belt. There are a number of TPO designations along the western boundary of the site. It is relatively well related to the existing built up area of Little Hadham but does not constitute infill development in a Category 2 village and is therefore currently considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
31/029	Little Hadham	1.83	N - This is a greenfield site located within the Rural Area Beyond the Green Belt. Development in this location would lead to a significant reduction in the gap between Little Hadham and Hadham Ford. The site is therefore considered to be unsuitable for future development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

33/001	Much Hadham	0.79	N - This is a greenfield site currently in use as allotment gardens within the Rural Area Beyond the Green Belt. It is located to the west of Much Hadham adjacent to the Category 1 village development boundary and within an Area of Archaeological Significance. There is a proposal to re-locate the allotments to the north of the site although no details are provided. Development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	N - The site has been promoted through the Call for Sites by the landowner, however it is currently in use as allotments and details of the proposed relocation are not clear. It is therefore considered that the site is not available at present.	Y - Site is considered achievable.				Up to 20 dwellings The site is considered deliverable subject to an amendment to the village boundary through a Neighbourhood Plan for Much Hadham and relocation of the allotments.	
33/002	Much Hadham	0.23	This site has not been assessed as planning permission has been granted.							
33/004	Much Hadham	0.58	N - This greenfield site lies to the south of Much Hadham, within the Conservation Area. The site is unsuitable as it is within the Rural Area Beyond the Green Belt and is poorly related to the existing settlement.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No	
33/005	Much Hadham	4.49	N - This is a large greenfield site adjacent to the Conservation Area. Access onto the site is through a narrow road. The site is unsuitable as it is within the Rural Area Beyond the Green Belt, is poorly related to the existing settlement and would lead to an unacceptable incursion of development into an open countryside location.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No	
33/012	Much Hadham	1.21	N - Site has a history of refused applications and lies within the Rural Area Beyond the Green Belt and adjacent to the Conservation Area. The site is poorly related to the existing village and would lead to an unacceptable incursion of development into an open countryside location. The site is therefore unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No	
33/013	Much Hadham	1.36	N - This is a greenfield site located to the north-west of Much Hadham within the Rural Area Beyond the Green Belt. Development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.				Up to 30 dwellings The site is considered deliverable subject to an amendment to the village boundary through a Neighbourhood Plan for Much Hadham.	

33/014	Much Hadham	1.47	N - This is a greenfield site within the Rural Area Beyond Green Belt which lies immediately to the west of site 33/013. In isolation the site is not well related to the existing settlement. Development in this location would result in an unacceptable incursion into open countryside and as such is considered unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered to be achievable.	No	No	No	No
33/015	Much Hadham	11.17	N - This large greenfield site is located within the Rural Area Beyond the Green Belt to the west of Much Hadham. Although the site is adjacent to the main built up area of the village, the scale of development proposed would be inappropriate, representing an unacceptable incursion into the countryside setting of the village. The site is therefore considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered to be achievable.	No	No	No	No
33/016	Much Hadham	0.37	N - This is a greenfield site to the south-west of Much Hadham. It is largely covered with woodland although there are no TPO's on the site itself. The site is adjacent to the existing village boundary and access could be achieved from Millers View. Development of the site may be considered appropriate; however, the site is currently outside of the village boundary, within the Rural Area Beyond the Green Belt. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable			Up to 9 dwellings Site considered suitable subject to change in village boundary through a Neighbourhood Plan for Much Hadham.	
35/001	Standon	1.74	N - This is a brownfield site currently in employment use. It is located within the Rural Area Beyond the Green Belt, within a Category 3 settlement that has very limited access to local services and facilities. Therefore, while continued employment use on site is considered appropriate, residential redevelopment would be unsuitable.	N - While the site has been promoted through the Call for Sites on behalf of the landowner, development would result in the loss of an employment site and therefore is not considered to be currently available.	Y - Site is considered achievable	No	No	No	No
35/002	Standon	0.48	N - This is a greenfield site, adjacent to the village boundary. While it is well related to the existing settlement, it is considered to be unsuitable as it lies within the Rural Area Beyond the Green Belt and is currently designated as protected open space.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/003	Standon	0.47	N - The majority of the site lies outside of the settlement boundary, within the Rural Area Beyond the Green Belt and, as a whole, is therefore considered to be unsuitable. It is, however, well related to the existing settlement. The western part of the site is located within the settlement boundary and is therefore considered to be deliverable. Any proposals would need to give consideration to the proximity of the site to the Conservation Area.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	Up to 2 dwellings On part of site within settlement boundary		Up to 12 dwellings On site as a whole, subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	

35/004	Standon	11.24	N - This is a large greenfield site, located immediately north of the A120, and reasonably well related to the existing settlement. While development of the entire site would be contrary to Category 1 village policy, it could enable the delivery of 10% growth within the village as envisaged by the draft District Plan. However, at present the site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt. The site is currently subject to Planning Application 3/15/2081/OUT for up to 205 dwellings.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 146 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	
35/005	Standon	2.93	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/007	Standon	5.79	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable. The demolition of existing units and remediation of the site would be required.	No	No	No	No
35/008	Standon	0.5	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/010	Standon	1.19	Please note that these sites have not been assessed as they are allocated employment sites.						
35/011	Standon	0.93	Please note that these sites have not been assessed as they are allocated employment sites.						
35/013	Standon	5.63	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

35/014	Standon	0.25	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/015	Standon	1.84	N - This is a greenfield site located in Colliers End. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, on the edge of a Category 3 village. The draft District Plan does identify Colliers End as a Group 2 villlage. However the site could not be considered to be infill development and so would remain unsuitable under the draft Plan.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/016	Standon	8.72	N - The site consists of two distinct fields divided by a mature tree row which runs along the northern axis, both in agricultural use. The western field is partially located within Flood Zone 2 and is also at risk of surface water flooding. This part of the site also contains a Scheduled Ancient Monument and is covered by an Area of Archaeological Significance. Development of the entire site would lead to a scale of development that would be contrary to Category 1 village policy, although a smaller scale of development adjacent to existing development could be appropriate. The site is within the Rural Area Beyond the Green Belt and is therefore unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 30 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	
35/017	Standon	0.9	N - This site is located within the Rural Area Beyond the Green Belt and partly within Flood Zone 2 and 3 with a risk of surface water flooding. In light of the recent appeal decision on land to the east of Cambridge Road, development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 23 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	
35/019	Standon	1.09	N - This is a greenfield site, located within the Rural Area Beyond the Green Belt. Latchford is a Category 3 village with very limited access to services and facilities and is therefore considered to be an unsuitable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/020	Standon	0.11	Y - This is a greenfield site located within the existing village boundary. It is therefore considered to be suitable.	N - Site has been identified through a Housing Capacity Study and therefore land ownership and intentions are unknown. Site is not considered available.	Y - Site is considered achievable		Up to 3 dwellings Developable subject to land availability		

35/033	Standon	1.77	N - This site is located within the Rural Area Beyond the Green Belt and partly within Flood Zone 2 and 3 with a risk of surface water flooding. In light of the recent appeal decision on land to the east of Cambridge Road, development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	N - The site was promoted through the previous Local Plan process. It is unknown whether the site is still available.	Y - Site is considered achievable.			Up to 30 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	
35/036	Standon	0.53	N - This is a greenfield site located adjacent to Buntingford Road. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt and is identified as a Scheduled Monument.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
35/037	Standon	2.47	N - This is a greenfield site located off Stortford Road within the Rural Area Beyond the Green Belt, adjacent to the existing settlement boundary. Development of the site may be considered appropriate; however, the site is currently outside of the village boundary. The site is therefore currently unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 30 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Standon and Puckeridge.	
36/001	Stanstead Abbots	3.38	N - This is a greenfield site located outside of the village boundary. The site is unsuitable as it is within the Green Belt, is not well related to the existing settlement and development would result in an unacceptable incursion into open countryside.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
36/002	Stanstead Abbots	1.32	N - The site is relatively well related to the existing settlement. However it is unsuitable as it is located within the Green Belt and the Lee Valley Regional Park. It is also partly designated as Open Space and lies within Flood Zones 2 and 3.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
36/003	Stanstead Abbots	0.22	Y - This is a greenfield site within the Green Belt and the Lee Valley Regional Park and has been proposed for use as a private marina. The site is considered suitable for the proposed use subject to an assessment of the potential impact on the wildlife site.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	Site is considered deliverable for proposed use.			
36/006	Stanstead Abbots	1.34	Please note that this site has not been assessed as it is in current employment use.						

36/007	Stanstead Abbots	1.35	N - This is a greenfield site located immediately to the south of Stanstead Abbots outside of the village boundary. While the site is well related to the existing settlement it is unsuitable as it is within the Green Belt and the Lee Valley Regional Park.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
36/008	Stanstead Abbots	0.91	N - This is a greenfield site currently in use as a private garden with a tennis court and storage facilities on site. It is unsuitable as it is within the Green Belt, would result in an unacceptable incursion into the countryside and is poorly related to the existing settlement	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
36/010	Stanstead Abbots	0.12	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
36/011	Stanstead Abbots	0.1	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
36/016	Stanstead Abbots	0.94	N - This is a part greenfield, part brownfield site with a residential care home, located to the north of the High Street, immediately adjacent to residential development. While the site is relatively well related to the existing settlement, it is unsuitable as it is located in the Green Belt and Lee Valley Regional Park and is also partly within Flood Zones 2 and 3.	N - Site has been identified through the 2007 Local Plan process. It is not known whether the land is still available.	Y - Site is considered achievable.	No	No	No	No
36/017	Stanstead Abbots	1.2	N - This is a brownfield site located to the south of Marsh Lane which is currently in use as a nursery. While the site is relatively well related to the existing settlement, it is unsuitable as it is located in the Green Belt and Lee Valley Regional Park and is also partly within Flood Zones 2 and 3.	N - Site has been identified through the 2007 Local Plan process. It is not known whether the land is still available.	Y - Site is considered achievable. The demolition of existing units would be required to redevelop this site.	No	No	No	No
37/001	Stanstead St Margarets	45.8	N - This is a greenfield site consisting of two large parcels of land separated by the A414 located within the Green Belt. The site forms part of the strategic gap between the settlements of Hoddesdon, Stanstead St Margarets and Great Amwell. As such the site is considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.	No	No	No	No
37/002	Stanstead St Margarets	18.03	N - This is a greenfield site which lies between the A10 and the A1170 within the Green Belt. The site forms part of the strategic gap between the settlements of Hoddesdon, Stanstead St Margarets and Great Amwell. As such the site is considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.	No	No	No	No

37/003	Stanstead St Margarets	0.48	Y - This is a greenfield site, the majority of which is within the settlement boundary and is therefore suitable. A small section of the site is located within Flood Zone 2. The southern section of the site lies on the other side of the A414, within the Green Belt, and is therefore unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	Up to 10 dwellings On part of site within the settlement boundary.				
37/004	Stanstead St Margarets	1.88	N - This is a brownfield site which lies between the A10 and the A1170 within the Green Belt. The site contains derelict buildings relating to its former use as a nursery. The site forms part of the strategic gap between the settlements of Hoddesdon, Stanstead St Margarets and Great Amwell. As such the site is considered to be unsuitable.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable. Demolition and clearing of the existing units would be required and there is a potential need for remediation work.	No	No	No	No	No
37/005	Stanstead St Margarets	0.53	Y - This site is an open undeveloped space located between residential development within the settlement boundary. The site is wholly located within Flood Zone 3 and is therefore considered to be unsuitable	N - Site has been identified through the Housing Capacity Study and therefore land ownership and intentions for this site are unknown.	Y - Site is considered achievable.	No	No	No	No	No
37/011	Stanstead St Margarets	0.42	N - This is a brownfield site located within the existing settlement boundary. The site is located within Flood Zone 2 wherein the Sequential Test would need to be applied. The site is currently in employment use and has been identified as an Employment Area within the emerging District Plan. As such the site is considered to be unsuitable.	N - The site has been identified through the Housing Capacity Study and is currently in existing commercial use. The landowner has stated that they do not intend to bring the site forward for redevelopment; therefore the site is considered unavailable.	Y - Site is considered achievable. Demolition and clearing of the existing units would be required.	No	No	No	No	No
37/013	Stanstead St Margarets	0.87	Y - This site is an open undeveloped space located between residential development within the settlement boundary. The site is located within Flood Zones 2 and 3. However the site is considered to be suitable subject to the application of the Sequential Test.	N - Site has been identified through the Housing Capacity Study and therefore land ownership and intentions for this site are unknown.	Y - Site is considered achievable.	Up to 22 dwellings Subject to land availability issues and application of the sequential test				
37/016	Stanstead St Margarets	0.49	Y - This site is an open undeveloped space located between residential development within the settlement boundary. The site is wholly located within Flood Zone 3 and is therefore considered to be unsuitable	N - Site has been identified through the Housing Capacity Study and site ownership and intentions for this site are unknown.	Y - Site is considered achievable.	No	No	No	No	No
38/001	Stapleford	0.31	N - This isolated site is located within the Green Belt, adjacent to Hubbard's Wood Wildlife Site and within an Area of Archaeological Significance. The site is unsuitable as it is within the Green Belt and in a rural location which is remote from local services. It is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No	No

38/002	Stapleford	0.43	N - This isolated site is located within the Green Belt, adjacent to Hubbard's Wood Wildlife Site. The site is unsuitable as it is within the Green Belt and in a rural location which is remote from local services. It is therefore considered to be an unsustainable location for future housing development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
38/003	Stapleford	0.36	N - The site is part-brownfield and part-greenfield land on the western edge of Stapleford, a Category 2 village. The eastern boundary of the site lies partly within Flood Zone 2 wherein the Sequential Test would be need to be applied. In addition the site lies within an Area of Archeological Significance. While the site is well related to the existing village, it is considered to be unsuitable as it is currently in use as a community facility, lies within the Green Belt and would not constitute infill development.	N - Site identified in Housing Capacity Study, land ownership unknown. Site currently partly used as a village hall and associated car park and is therefore not currently available.	Y - Site is considered achievable	No	No	No	No
40/001	Tewin	1.49	N - This greenfield site is located adjacent to Tewin Cowper Primary School. Part of the site is designated as open space and is currently in use as allotments. The site promoter has suggested that the southern part of the site could be used to re-locate the allotments. However, while the site is reasonably well related to the existing settlement, it is considered to be unsuitable due to its location within the Green Belt. Development in this location would result in an unacceptable intrusion into the rural setting of the village.	Y - The site is in the ownership of a single landowner and has been promoted through the Call for Sites. Part of the site is currently in use as allotments. However the rental agreement with the Parish Council can be terminated with 12 months notice and there is potential to relocate the allotments to the southern part of the site. It is therefore considered that the site is available.	Y - Site is considered achievable.	No	No	No	No
40/002	Tewin	1.97	N - This part greenfield, part brownfield site is poorly related to the existing built up area of Tewin. There are a number of existing structures on the site which are not proposed for demolition which would constrain the developable area of the site. Much of the site, including the entire boundary, is covered by a blanket Tree Preservation Order. The site is unsuitable as it is located within the Green Belt	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
40/003	Tewin	1	N - This greenfield site is located east of Upper Green Road. While it is well related to the existing settlement the site is considered to be unsuitable due to its location within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

40/004	Tewin	2.23	N - This large greenfield site is located to the north of Tewin. The site is approximately 2 hectares in total although the site promoter has suggested that approximately 0.65 hectares could be suitable for development. While the site is relatively well related to the existing settlement, it is considered to be unsuitable due to its location within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
40/007	Tewin	0.91	N - This mainly greenfield site is located to the west of Tewin. While adjacent to the existing village boundary, the site is considered to be unsuitable as it is poorly related to the existing settlement, lies within the Green Belt and any development would represent an unacceptable incursion into the countryside.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
40/008	Tewin	0.31	N - This greenfield site is located east of Upper Green Road. While it is well related to the existing settlement the site is considered to be unsuitable due to its location within the Green Belt.	Y - The site has been promoted by the landowner through the Call Sites and is therefore considered to be available.	Y - Site is considered achievable.	No	No	No	No
40/022	Tewin	69.76	N - This is a very large site to the south east of Tewin which is owned by a number of different plot owners. The site is considered to be unsuitable as it is located within the Green Belt and is very poorly related to the existing settlement. Development in this location would result in an unacceptable intrusion into open countryside.	Y - The site has been promoted by a group of over 70 landowners through the Call for Sites and is considered to be available	Y - Site is considered achievable.	No	No	No	No
41/001	Thorley	0.44	N - This greenfield site is located to the east of the railway line within Thorley Parish. The site is considered to be unsuitable as it is poorly related to the existing settlement of Bishop's Stortford and is located within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
41/002	Thorley	53.14	N - This large greenfield site is located to the south of Bishop's Stortford within the bypass. The site is within an Area of Archaeological Significance and is traversed by the Hertfordshire Way footpath. While the site is well related to the existing settlement, it is currently considered to be unsuitable due to its location within the Green Belt. However it should be noted that the site has been identified within the emerging District Plan as a potential housing allocation.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable. The site is of a strategic scale and would require the provision of supporting infrastructure.			750-1,000 dwellings The site is considered to be deliverable subject to a review of the Green Belt. The final yield would depend on the level of infrastructure to be provided.	

41/003	Thorley	0.48	N- This site is located to the south of Bishop's Stortford to the west of the A1184 at Thorley Wash Farm. The site is considered to be unsuitable as it is poorly related to the existing settlement of Bishop's Stortford and is located within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
41/005	Thorley	10.91	N - This greenfield site is located to the east of the railway line within Thorley Parish. The site is considered to be unsuitable as it is poorly related to the existing settlement of Bishop's Stortford and is located within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
41/007	Thorley	0.74	N - This greenfield site is located to the east of Thorley Street. While the site is reasonably well related to existing development, the site is considered to be unsuitable as it is located in the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
41/008	Thorley	0.45	N - This greenfield site is located to the east of Thorley Street. While the site is reasonably well related to existing development, the site is considered to be unsuitable as it is located in the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/001	Thundridge	8.5	N- This greenfield site is located to the north west of High Cross, a Category 1 village. The northern part of the site is designated as open space and is used as playing pitches. The considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt, is poorly related to the existing settlement and would represent an unacceptable incursion of built development into open countryside.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/002	Thundridge	0.97	N - The site is reasonably well related to the existing village. However it is unsuitable as it is located within the Green Belt and would not constitute infill development within a Category 2 village.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/003	Thundridge	1.25	N - The site is reasonably well related to the existing village. However it is unsuitable as it is located within the Green Belt and would not constitute infill development within a Category 2 village.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/004	Thundridge	1.09	N - This greenfield site is located to the east of the school. Although it is reasonably well related to the existing settlement the site is unsuitable as it is located within the Rural Area Beyond the Green Belt and there is no obvious way of achieving a suitable access.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/005	Thundridge	1.13	N - The site is reasonably well related to the existing village. However it is unsuitable as it is located within the Green Belt and would not constitute infill development within a Category 2 village.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

42/006	Thundridge	1.47	Please note that this site has not been assessed as it is in current employment use.						
42/007	Thundridge	0.19	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
42/008	Thundridge	1.15	N - This is a greenfield site that is reasonably well related to the existing settlement. Access could be achieved from the north of the site. However, the site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 29 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for High Cross.	
42/009	Thundridge	0.71	Y - This is a greenfield site which lies within the village boundary. Although there are access issues the site is considered to be suitable	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.		Up to 18 dwellings Site considered to be deliverable subject to satisfactory access provision.		
42/010	Thundridge	0.57	N - The site is currently in use as open storage. It is adjacent to the village boundary and existing employment use. The site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			The site could be appropriate for employment use subject to a review of the village boundary through a Neighbourhood Plan for High Cross.	
42/011	Thundridge	1.5	N - The site is adjacent to the village boundary and existing employment use. The site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			The site could be appropriate for employment use subject to a review of the village boundary through a Neighbourhood Plan for High Cross.	
42/012	Thundridge	0.26	N - The site is unsuitable as it lies within Rural Area Beyond Green Belt and is isolated from any existing settlement.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/013	Thundridge	18.44	N - The site is unsuitable as it lies within Rural Area Beyond Green Belt and is isolated from any existing settlement, and would represent an unacceptable incursion of built development within an open countryside setting.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

42/014	Thundridge	0.86	N - This is a greenfield site located immediately adjacent to the existing village boundary and site 42/019. The site is currently unsuitable due to its location within the Rural Area Beyond the Green Belt. However, while the site is fairly poorly related to existing development at present it would become well related following implementation of the planning permission on site 42/019.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 22 dwellings	Subject to a review of the village boundary through a Neighbourhood Plan for High Cross.	
42/017	Thundridge	0.78	Y - This is a greenfield site which lies within the village boundary. Although there are access issues the site is considered to be suitable	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.		Up to 20 dwellings	Site considered to be deliverable subject to satisfactory access provision.		
42/025	Thundridge	0.6	Y - This is a greenfield site, within the Green Belt, and immediately adjacent to the proposed village boundary. The site is surrounded by existing development on all sides. The site is considered to be suitable as it represents infill development within a Category 2 village.	N - Site has been identified through Housing Capacity Study. Ownership of site is not known.	Y - Site is considered achievable.		Up to 5 dwellings			
42/027	Thundridge	0.25	Y - This is a greenfield site, within the Green Belt, and immediately adjacent to the proposed village boundary. The site is surrounded by existing development on all sides. The site is considered to be suitable as it represents infill development within a Category 2 village.	N - Site has been identified through Housing Capacity Study. Ownership of site is not known.	Y - Site is considered achievable.		Up to 5 dwellings			
42/030	Thundridge	13.2	N - This is a large greenfield site to the south of Thundridge. The site is considered to be unsuitable as it is located in the Green Belt, is poorly related to the existing settlement and would represent an unacceptable incursion of built development into an open countryside setting.	N - Land ownership is unknown	Y - Site is considered achievable.	No	No	No	No	No
42/032	Thundridge	1.33	N - This greenfield site lies adjacent to the village boundary to the north west of High Cross. The site is considered to be unsuitable as it lies within the Rural Area Beyond the Green Belt, is poorly related to the existing settlement and would represent an unacceptable incursion of built development into an open countryside setting.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No	No

42/033	Thundridge	3.8	N - This large greenfield site is located to the west of Thundridge, a Category 2 village. While it is relatively well related to the existing settlement, the site is considered to be unsuitable due to its location within the Green Belt and development would result in an unacceptable incursion into an open countryside setting.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
42/034	Thundridge	1.61	N - This greenfield site lies to the east of High Cross and immediately adjacent to the existing village boundary, with the A10 to the east. Highway access is a potential issue. The site is currently considered to be unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.				Up to 30 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for High Cross and satisfactory access provision.
42/035	Thundridge	1.02	N - This is a greenfield site located off Poles Lane within a designated Wildlife Site. The site is considered to be unsuitable as it is within the Green Belt and is poorly related to the existing settlement.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
43/002	Walkern	248	N - This is a large greenfield site predominantly in agricultural use. The southern part of the site lies immediately to the east of Stevenage and the northern half of the site is located to the east of Box Wood, an Ancient Woodland and Conservation Wildlife site. The southern half could be appropriate as part of an urban extension to Stevenage, although consideration would have to be given to the impact on the Beane valley. The site is currently unsuitable due to its location within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.

43/003	Walkern	9.82	N - This is a greenfield site located to the east of Gresley Way in Stevenage. The site could be appropriate as part of an urban extension to Stevenage, although consideration would have to be given to the impact on the Beane valley. The site is currently unsuitable due to its location within the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - The site is considered to be achievable at present. However, in order to deliver a strategic scale of development, major infrastructure would be required. Further work would therefore be required to assess achievability.			The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.	The site could form part of a larger strategic scale development in this location. The site could be considered to be either deliverable or developable depending on the nature and scale of development.
43/004	Walkern	0.54	N - The site is located on the eastern side of the village, adjacent to the village boundary, and is reasonably well related to existing development. The site is considered to be unsuitable due to its location within the Rural Area Beyond the Green Belt. Winters Lane is also extremely narrow which is likely to cause severe access difficulties.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
43/005	Walkern	0.13	N - This greenfield site is located within the Rural Area Beyond the Green Belt. Any development in this location would represent an encroachment into the countryside. Clay End is a Category 3 village with little or no access to services and facilities and is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
43/006	Walkern	0.16	N - This greenfield site is located within the Rural Area Beyond the Green Belt. Any development in this location would represent an encroachment into the countryside. Clay End is a Category 3 village with little or no access to services and facilities and is considered to be an unsustainable location for development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
43/007	Walkern	0.2	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
43/008	Walkern	0.18	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
43/009	Walkern	1.89	N - This is a relatively large greenfield site located on the western side of Walkern, adjacent to the village boundary. Froghall Lane is a very narrow road, however access can be achieved from Aubries. While development of the entire site would be contrary to Category 1 village policy, it could help to enable the delivery of 10% growth within the village as envisaged by the draft District Plan. However, at present the site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 47 dwellings Subject to a review of the village boundary through a Neighbourhood Plan for Walkern.	

43/010	Walkern	0.34	N - This is a greenfield site located adjacent to the village boundary, within the Walkern Conservation Area and opposite Grade II listed buildings to the north. The site is relatively well related to the existing built up area, however, the site is currently considered to be unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 9 dwellings	Subject to a review of the village boundary through a Neighbourhood Plan for Walkern.
43/011	Walkern	0.12	N - This is a greenfield site located adjacent to the village boundary, within the Walkern Conservation Area. The site is relatively well related to the existing built up area, however, the site is currently considered to be unsuitable due to its location within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 3 dwellings	Subject to a review of the village boundary through a Neighbourhood Plan for Walkern.
43/013	Walkern	0.34	Y – The site is located within the current village development boundary and within the Walkern Conservation Area. The site is considered suitable and has potential for infill development; however, it is constrained as there is no direct access.	N - Site has been identified through the Housing Capacity Study; land ownership and intentions of the site are unknown. Therefore the site is not considered available for residential development.	Y - Site is considered achievable. Third party negotiation and potential demolition to obtain direct access onto site may be required. This may incur additional costs and cause delay to development.		Up to 9 dwellings		
43/014	Walkern	0.19	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
43/016	Walkern	0.18	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
44/001	Wareside	39.43	N – This large greenfield site is located in the Green Belt to the north of Ware, adjacent to Fanhams Hall, a registered Park and Garden. The site is currently unsuitable; however, it offers the opportunity to provide a sustainable urban extension to Ware subject to a review of the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.				The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the north and east of Ware, subject to a review of the Green Belt
44/002	Wareside	0.28	N - This is a brownfield site to the north of Babbs Green, a Category 3 settlement, which contains a number of existing farm buildings. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt and is isolated from local services and facilities.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

44/003	Wareside	0.18	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
44/004	Wareside	0.69	N - This is a greenfield site to the north of Babbs Green, a Category 3 settlement. The site is considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt and is isolated from local services and facilities.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
44/005	Wareside	99.18	N – This large greenfield site is located in the Green Belt to the north and east of Ware. The site is currently unsuitable; however, it offers the opportunity to provide a sustainable urban extension to Ware subject to a review of the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.				The site could provide strategic scale development, either in isolation or as part of a wider scheme, to the north and east of Ware, subject to a review of the Green Belt
44/006	Wareside	1.5	N – This greenfield site is located in the Green Belt to the north east of Ware, partly within an Area of Archaeological Significance. The site is currently unsuitable; however, the site does relate well to other SLAA sites in the area, and there may be potential for strategic scale development, including necessary services and facilities, which would relate well to Ware.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - It is considered that the site is achievable. Development in this location has been assessed through the Delivery Study and is considered to be viable.				The site could provide strategic scale development, as part of a wider scheme, to the north and east of Ware, subject to a review of the Green Belt
45/001	Watton-at-Stone	0.39	Y – This brownfield site is located within the built up area of Watton-at-Stone where the principle of development is acceptable. The portakabins which were stored there by the previous tenant have all been removed and just two small, obsolete workshop buildings remain. It has not been in employment use and therefore Policy EDE2 does not apply. The premises have been vacant for over four years.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable, although means of access will need to be formalised with a third party owner.	Up to 10 dwellings			
45/002	Watton-at-Stone	0.71	N – This brownfield site is located to the south of Watton-at-Stone, adjacent to a designated Wildlife Site. The site is also located within an Area of Archaeological Significance. Planning permission for residential development has previously been refused. The site is considered to be unsuitable due its rural location within the Green Belt.	Y - The site has been promoted through the Call for Sites by two landowners and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

45/004	Watton-at-Stone	1.09	N - This greenfield site is located to the north of Watton at Stone, a Category 1 settlement. The site lies within an Area of Archaeological Significance. While the site is well related to the existing settlement, it is currently considered to be unsuitable due to its location within the Green Belt. However, the site, together with adjacent land, has been proposed for release from the Green Belt through the emerging District Plan and could help enable the delivery of 10% growth within the village.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.			Up to 27 dwellings	Subject to a review of the Green Belt through the District Plan.
45/007	Watton-at-Stone	2.2	N - This greenfield site is located to the north west of Watton at Stone, a Category 1 settlement. While the site is well related to the existing settlement, it is currently considered to be unsuitable due to its location within the Green Belt. However, the site, together with adjacent land to facilitate access, has been proposed for release from the Green Belt through the emerging District Plan and could help enable the delivery of 10% growth within the village.	Y - Although not promoted through the Call for Sites, landowner and intentions are known. Site is therefore considered to be available.	Y - Site is considered achievable.			Up to 55 dwellings	Subject to a review of the Green Belt through the District Plan.
45/009	Watton-at-Stone	1.3	N - This greenfield site is located to the south of Watton at Stone within an Area of Archaeological Significance. Whilst the site has a reasonable relationship to the form of the village, it is not clear how a satisfactory access could be provided to the site. The site is currently considered to be unsuitable as it is located within the Green Belt and is currently in allotment use and safeguarded as such in the Local Plan.	N - The site was not submitted through the Call for Sites and it is therefore not known whether the site is available.	Y - Site is considered achievable.	No	No	No	No
46/001	Westmill	0.6	N - This greenfield site is located within an Area of Archaeological Significance to the west of Westmill, a Category 3 settlement. The site is currently considered to be unsuitable as it is located within the Rural Area Beyond the Green Belt. Although Westmill is proposed as a Group 2 village in the emerging District Plan, the site would not constitute infill development.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable. Site is located in an AAS where further investigation may be required.	No	No	No	No
47/001	Widford	0.53	Y - This site is located to the east of Widford, a Category 2 village. Part of the site lies within an Area of Archaeological Significance. Development of the part of the site that is located within the built up area is considered to be suitable as it constitutes infill development in a Category 2 village. The area outside of the built up area is unsuitable as it is subject to Rural Area Beyond the Green Belt policy.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	Up to 5 dwellings			

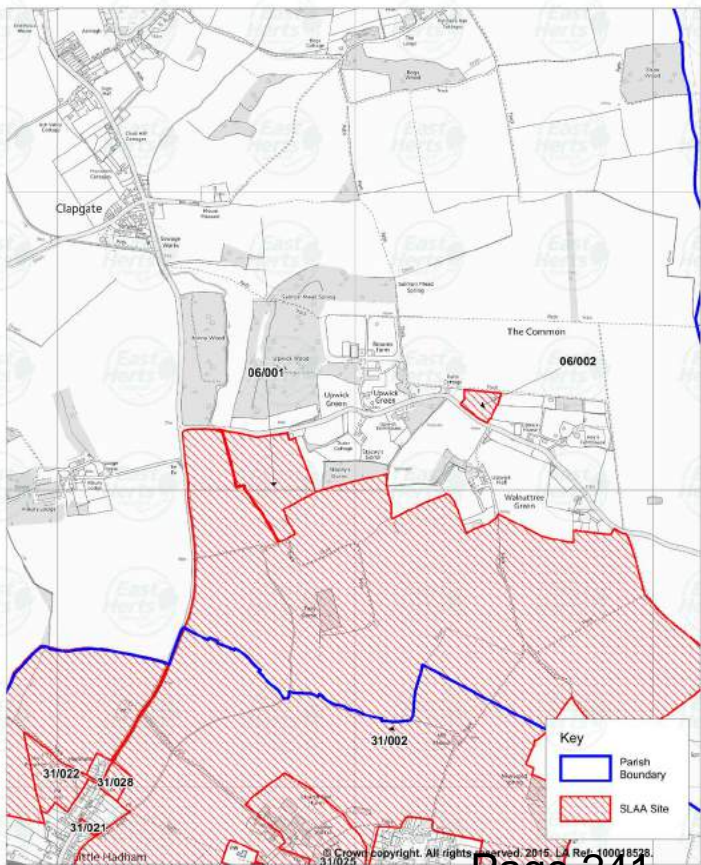
47/002	Widford	1.66	N - This relatively large greenfield site is located to the east of Widford, a Category 2 village. The site is considered to be unsuitable as it is poorly related to the existing settlement and is located within the Rural Area Beyond the Green Belt. Development would also constitute an unacceptable incursion into open countryside.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No
47/004	Widford	0.2	Site not assessed as it falls below the 0.25ha threshold as identified by national policy.						
47/008	Widford	0.35	N - This brownfield site is located to the west of Widford, a Category 2 village. Development has recently been granted on land immediately to the west of the site. Therefore this site is considered to be suitable for infill development.	N - Site has been identified through the Housing Capacity Study; land ownership and intentions of the site are unknown. Therefore the site is not considered available for residential development.	Y – Site is considered achievable.		Up to 5 dwellings		
47/010	Widford	0.26	Y - This is a brownfield site located to the north of Widford, a Category 2 village. The southern part of the site is located within an Area of Archaeological Significance. The site is considered to be unsuitable as it is located outside of the main built up area within the Rural Area Beyond the Green Belt.	N - Site has been identified through the Housing Capacity Study; land ownership and intentions of the site are unknown. Therefore the site is not considered available for residential development.	Y - Site is considered achievable.	No	No	No	No
47/011	Widford	1.12	N - This relatively large greenfield site is located to the south of Widford, a Category 2 village. The site is considered to be unsuitable as it is located outside of the main built up area within the Rural Area Beyond the Green Belt.	Y - The site has been promoted through the Call for Sites by the landowner and is considered to be available.	Y - Site is considered achievable.	No	No	No	No

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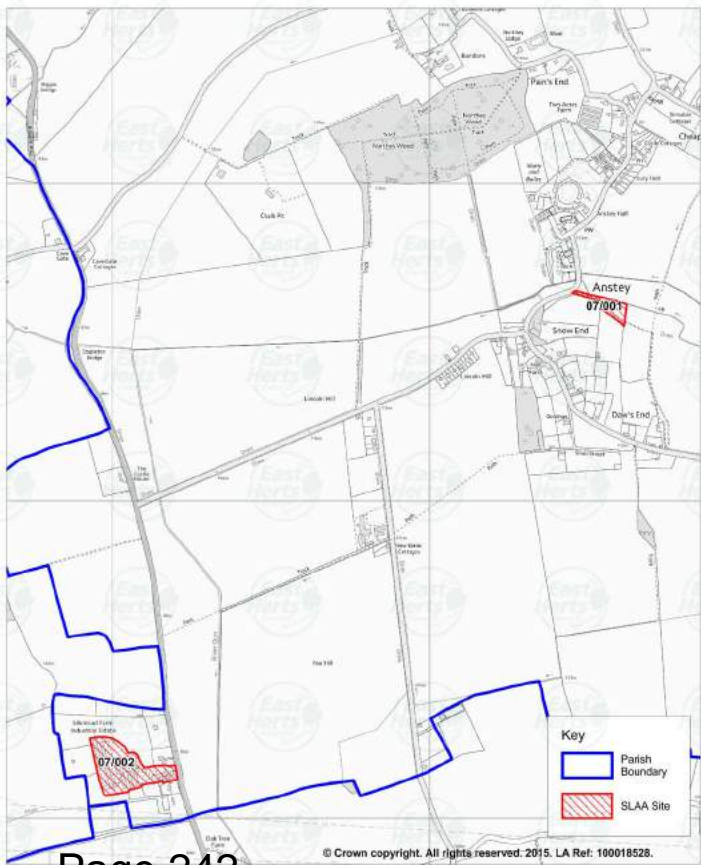
SLAA Sites: Albury Parish

ESSENTIAL REFERENCE PAPER 'D'

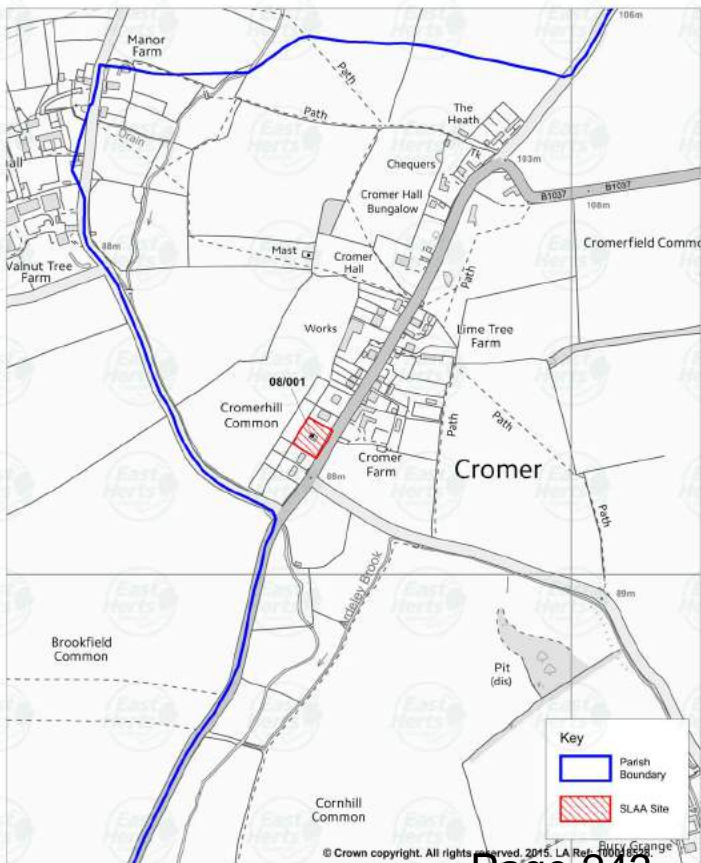
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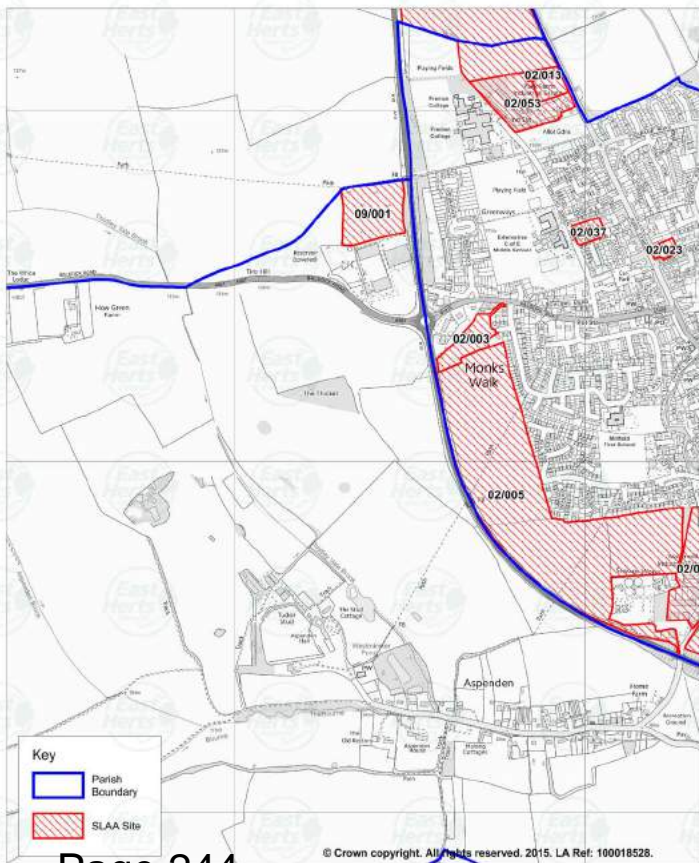
SLAA Sites: Anstey Parish (07)



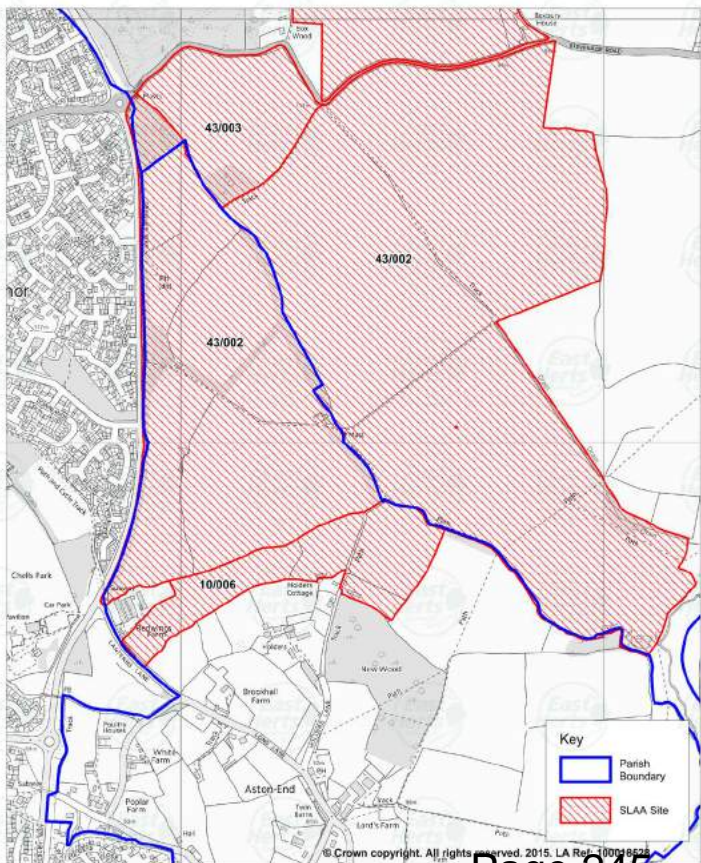
SLAA Sites: Ardeley Parish (08)



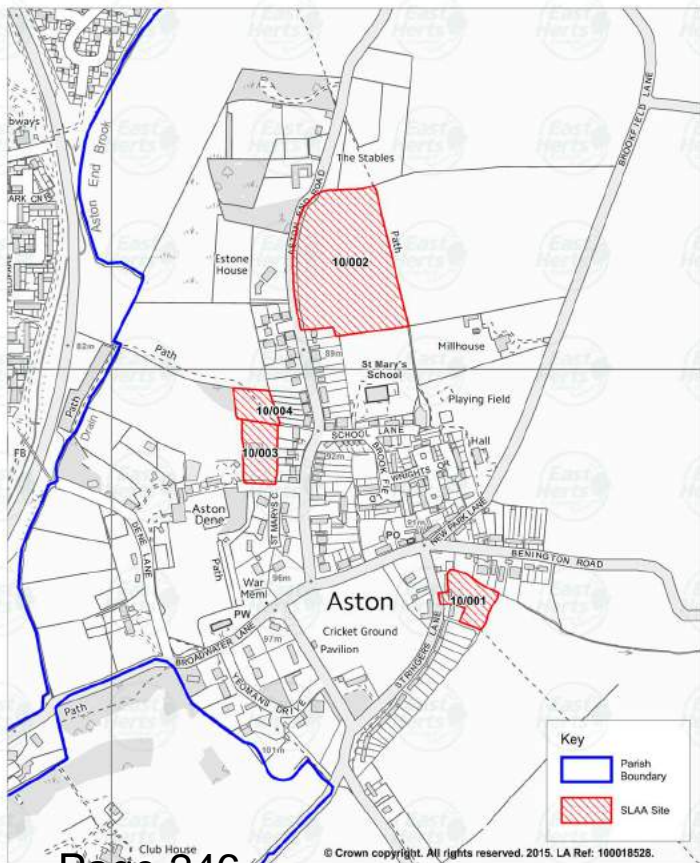
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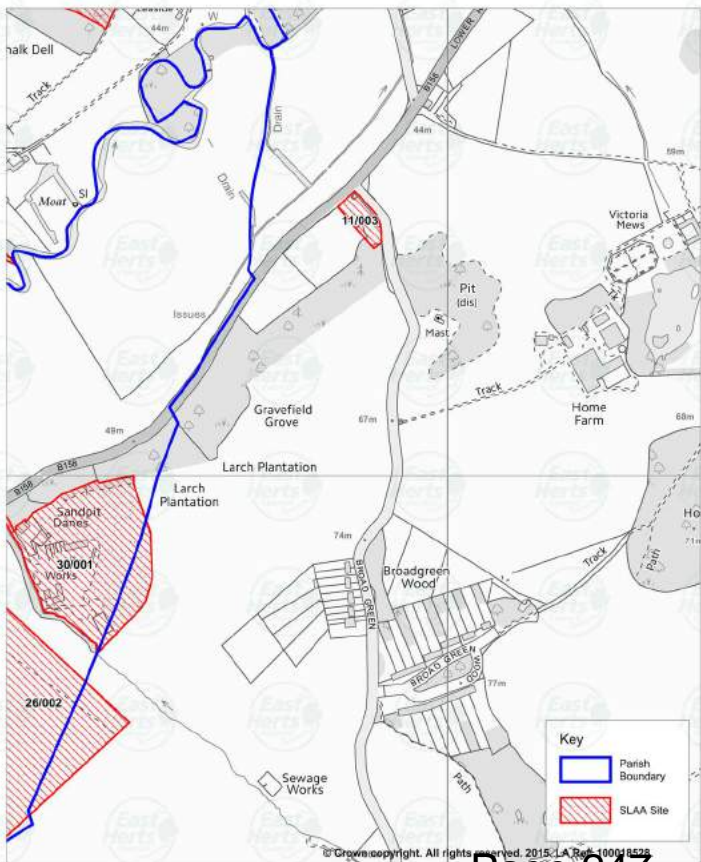
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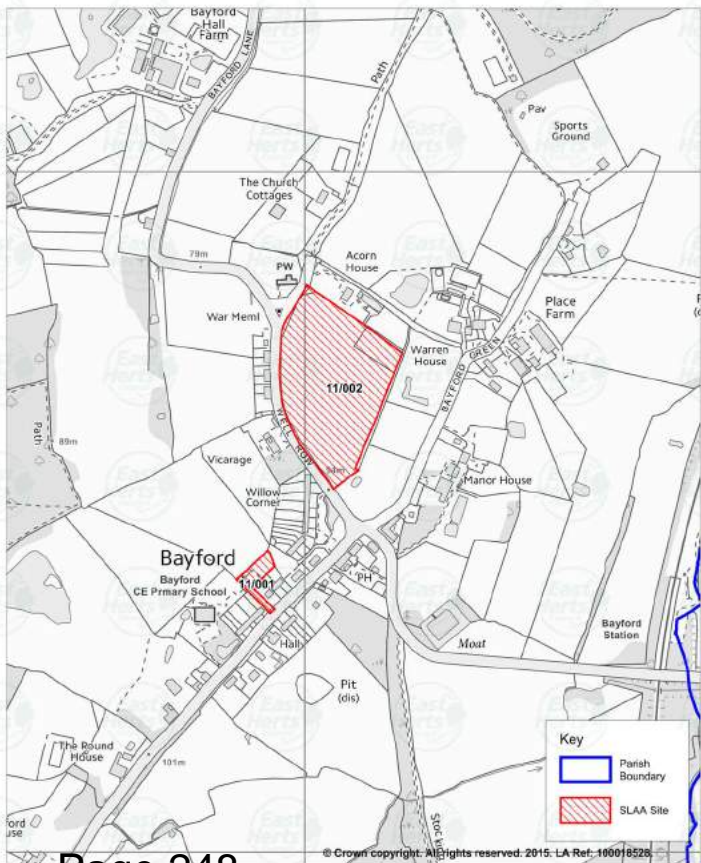
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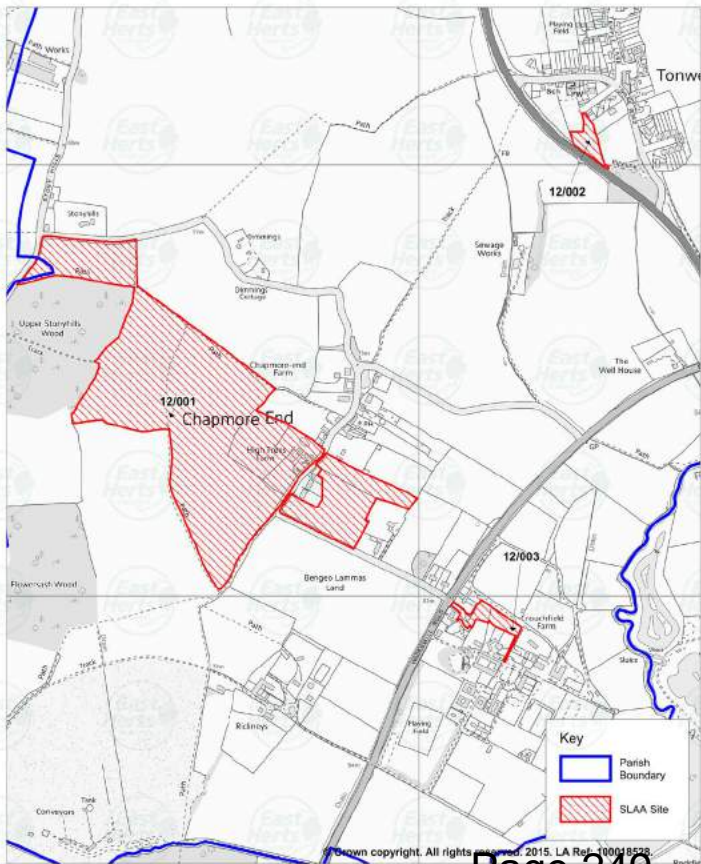
SLAA Sites: Bayford Parish (11)



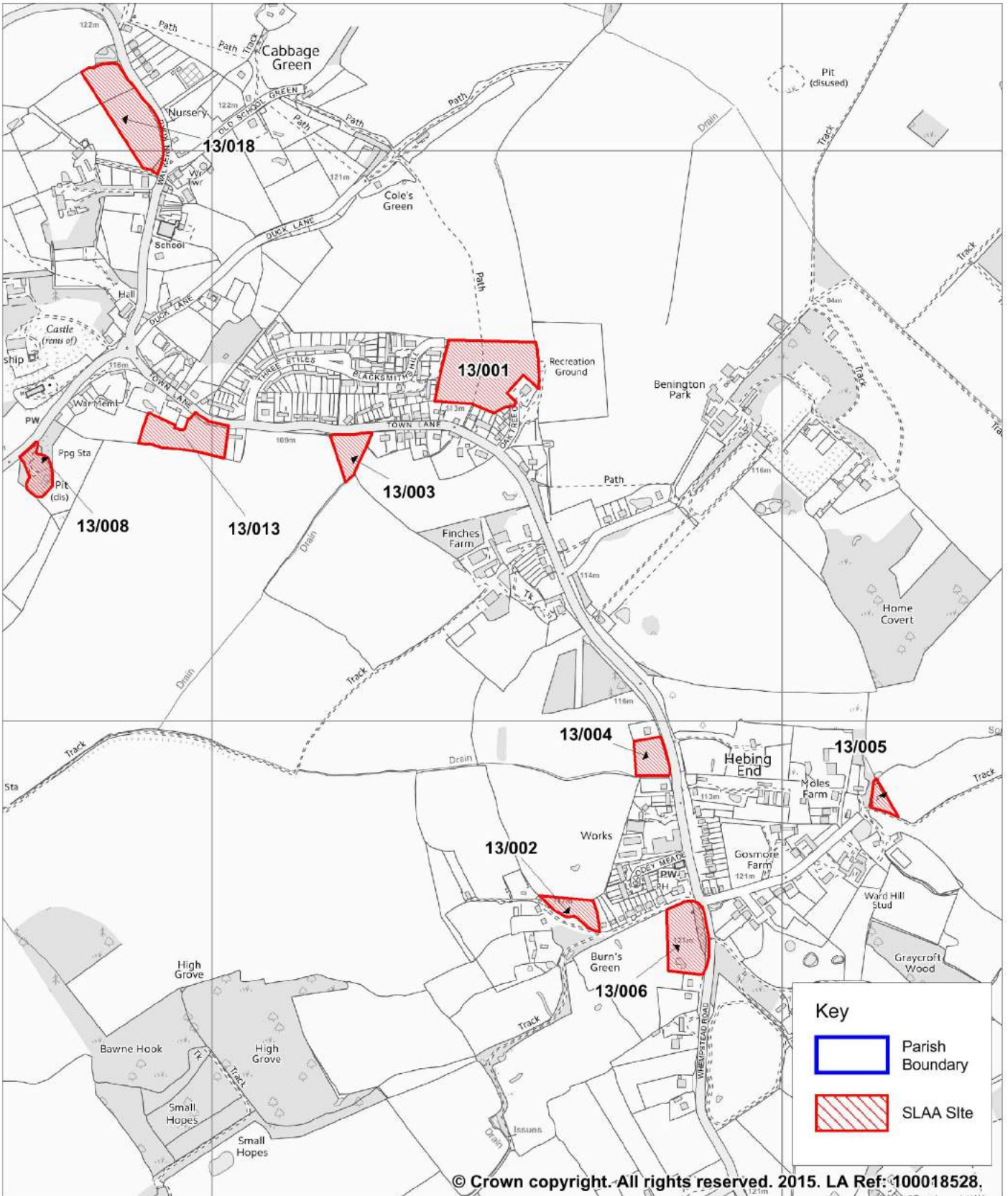
SLAA Sites: Bayford Parish (11)



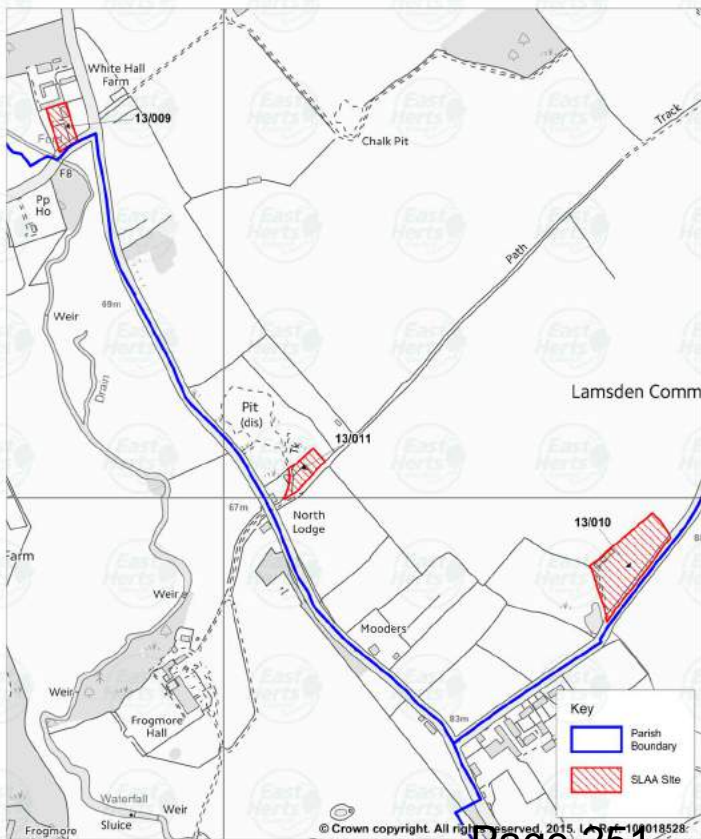
SLAA Sites: Bengoe Rural Parish (12)



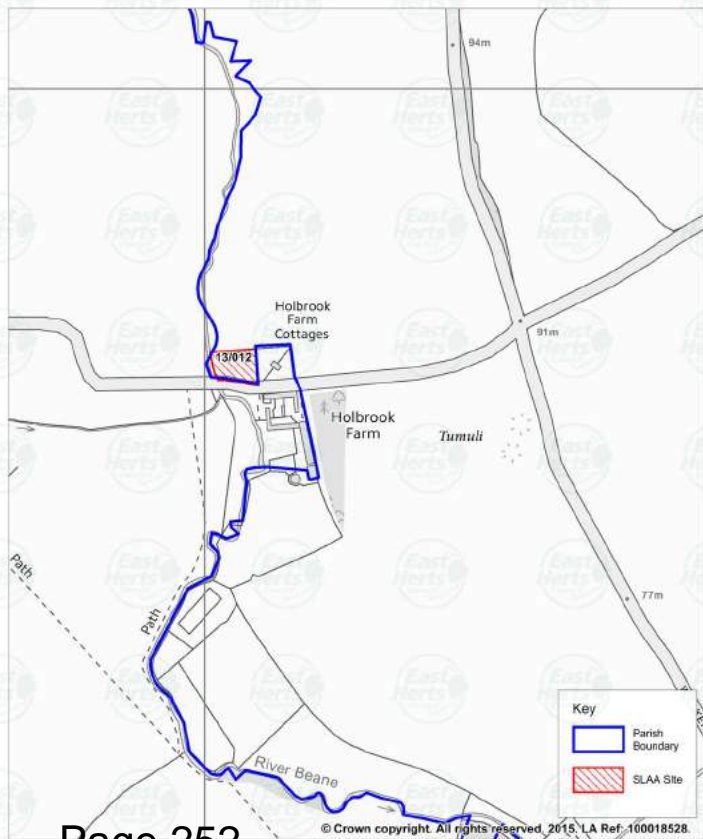
SLAA Sites: Benington Parish (13)



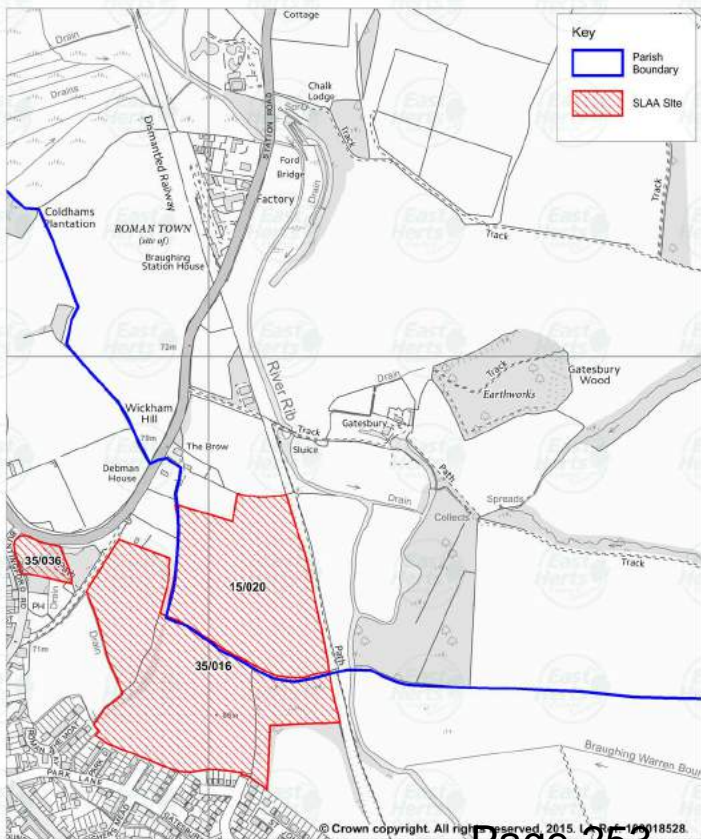
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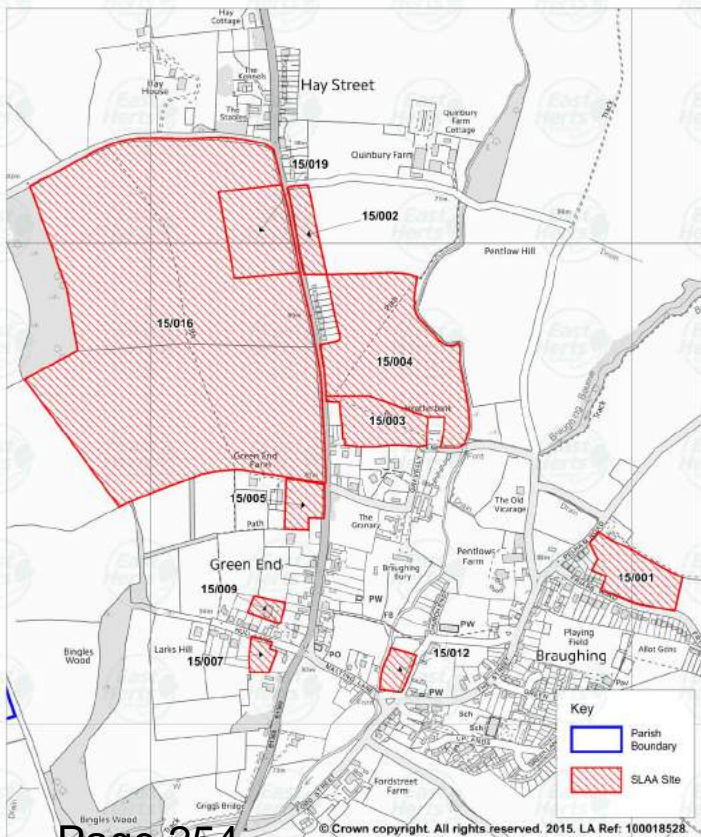
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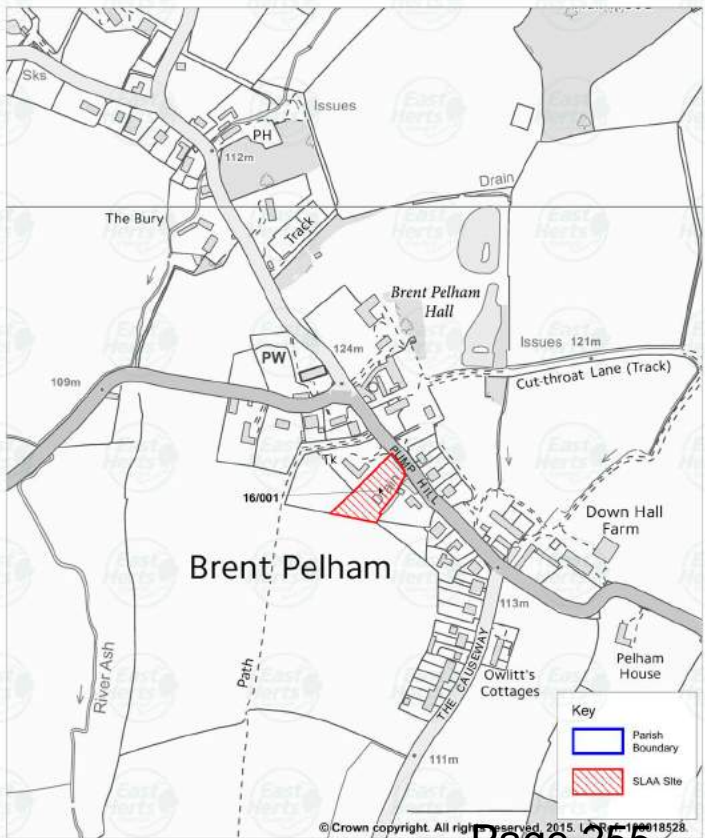
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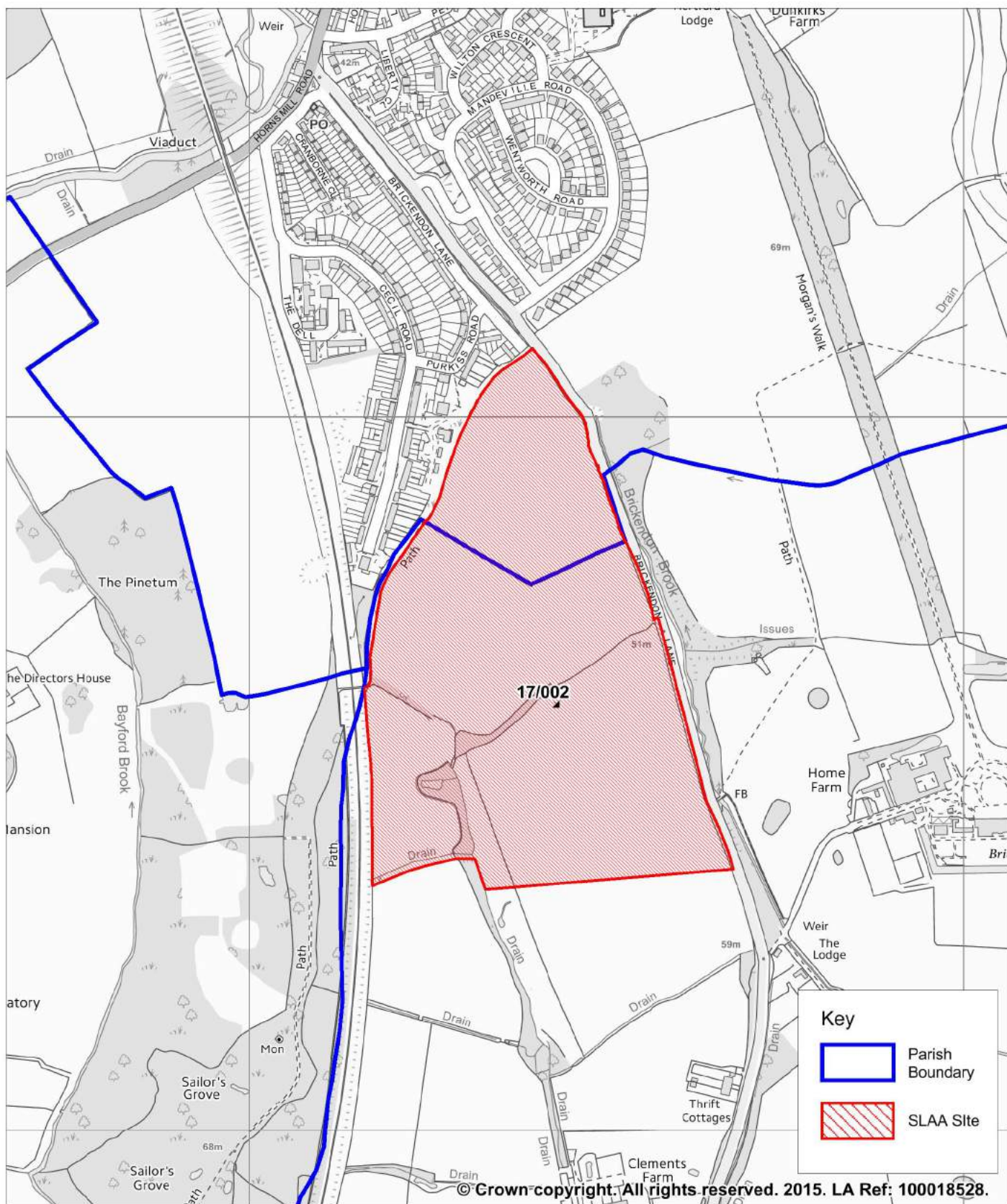
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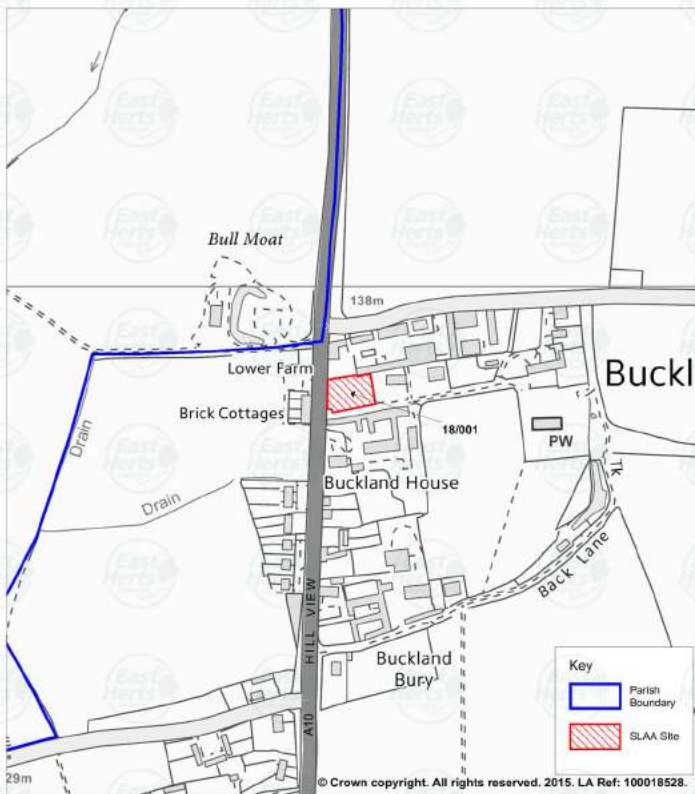
SLAA Sites: Brent Pelham Parish (16)



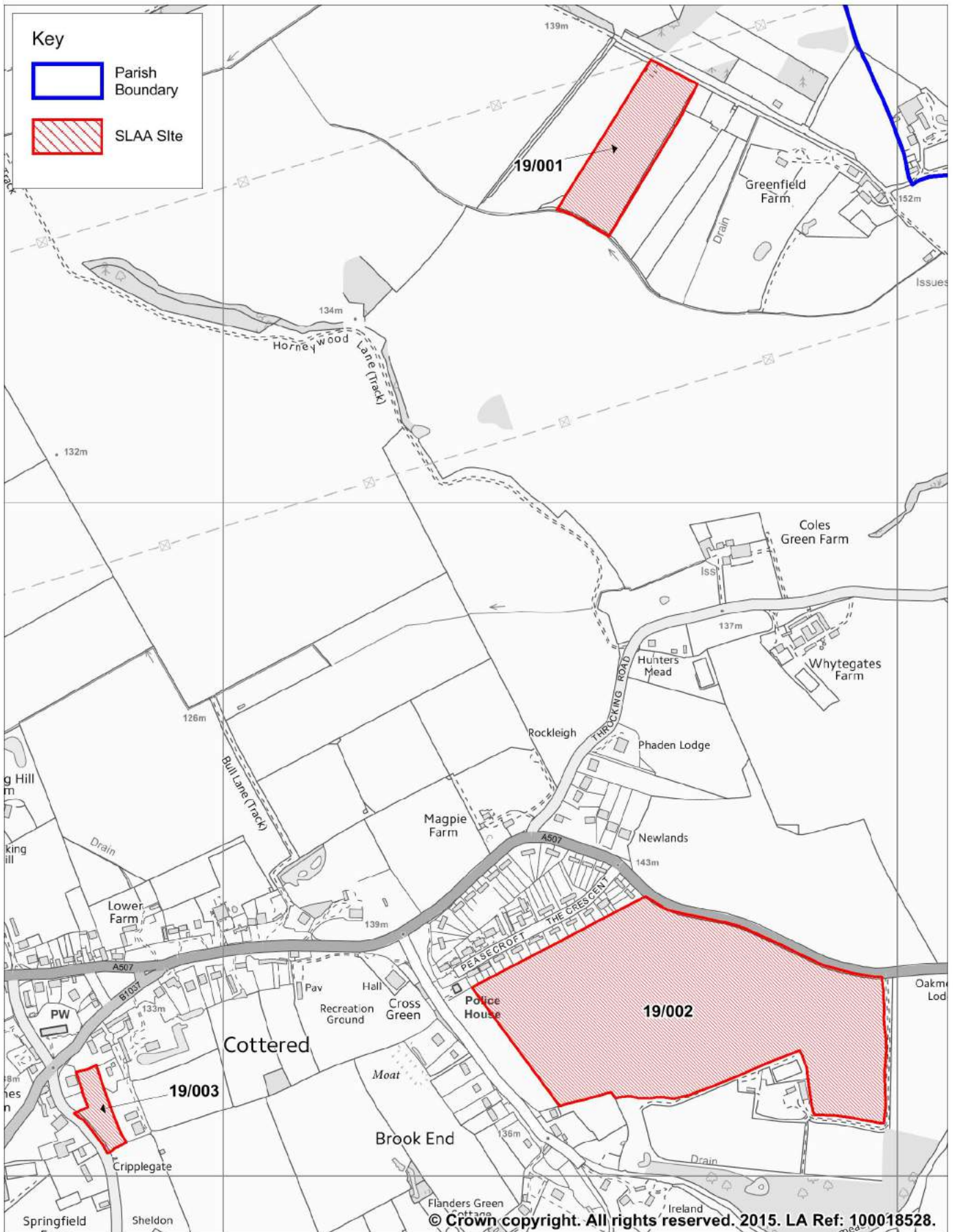
SLAA Sites: Brickendon Liberty Parish (17)



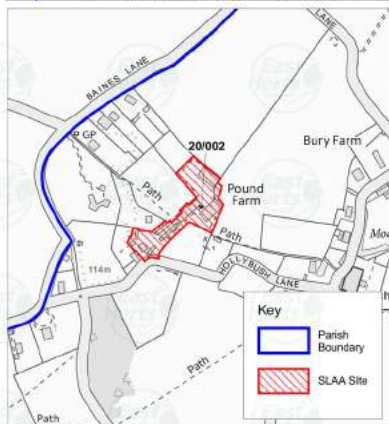
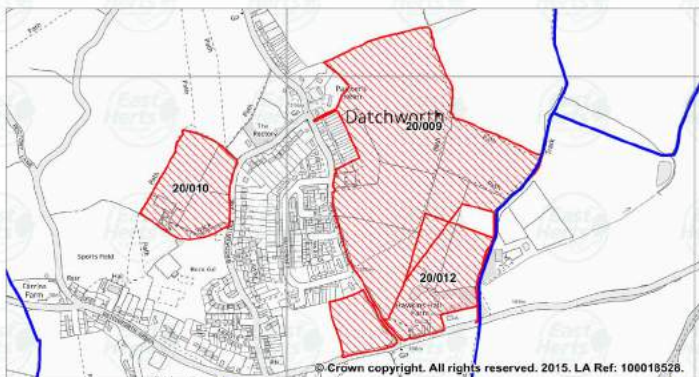
SLAA Sites: Buckland Parish (18)



SLAA Sites: Cottered Parish (19)

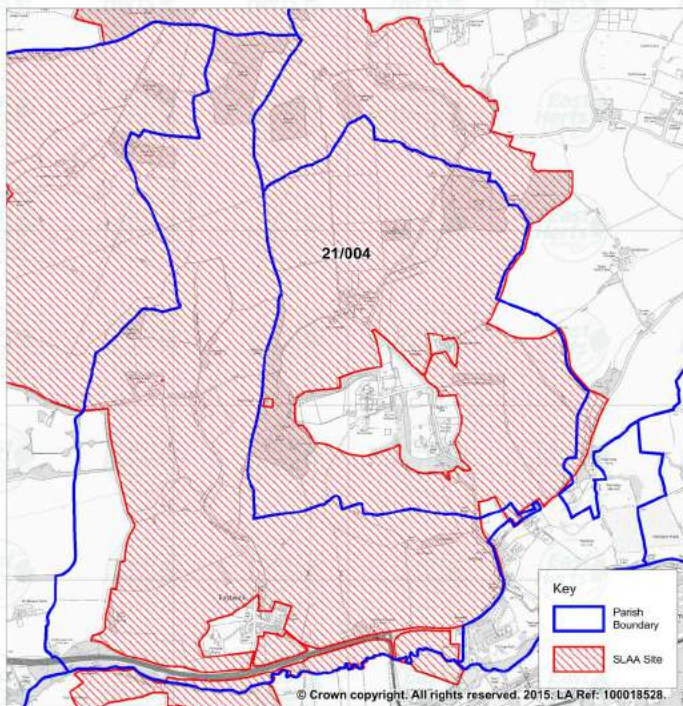


SLAA Sites: Datchworth Parish (20)



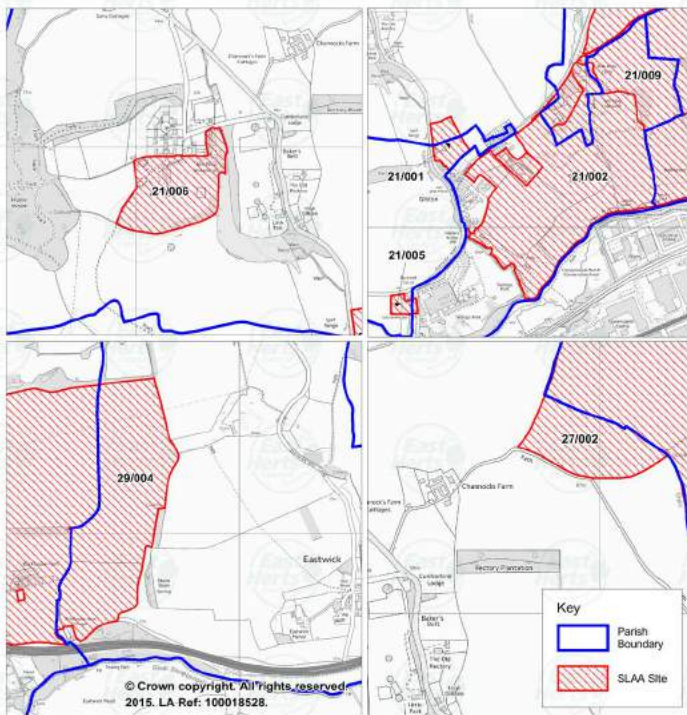
SLAA Sites: Eastwick and Gilston Parish (21)

(SLAA Site: 21/004 Only)

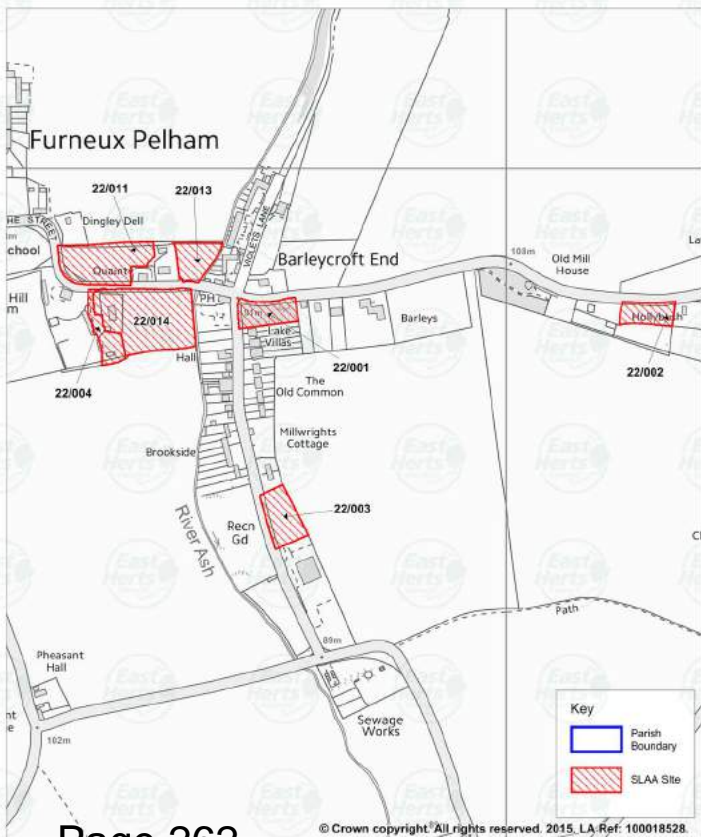


SLAA Sites: Eastwick and Gilston Parish (21)

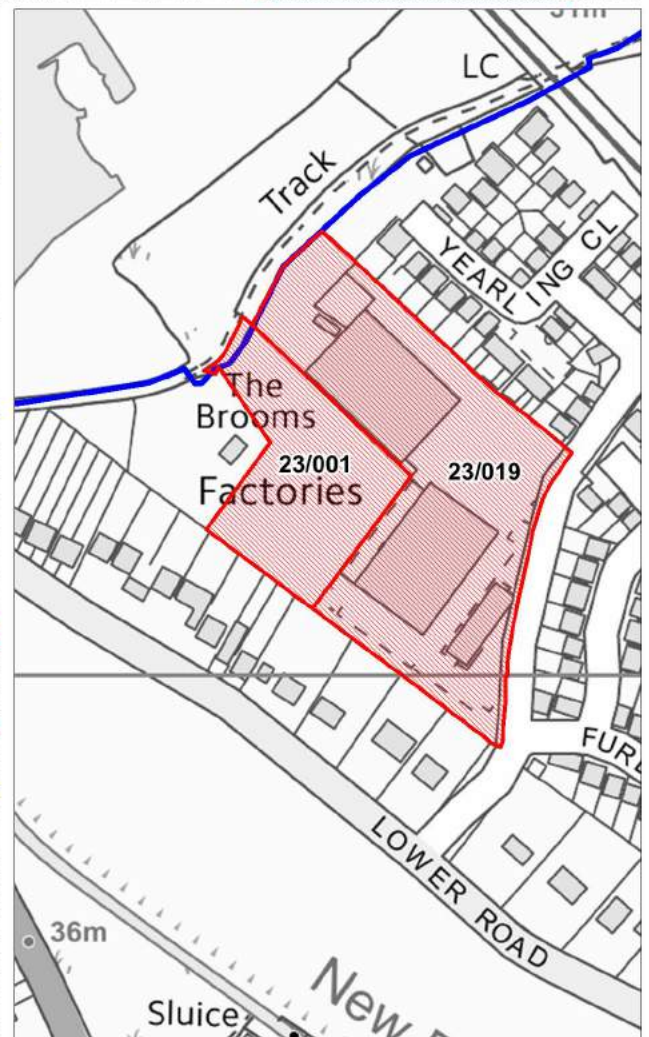
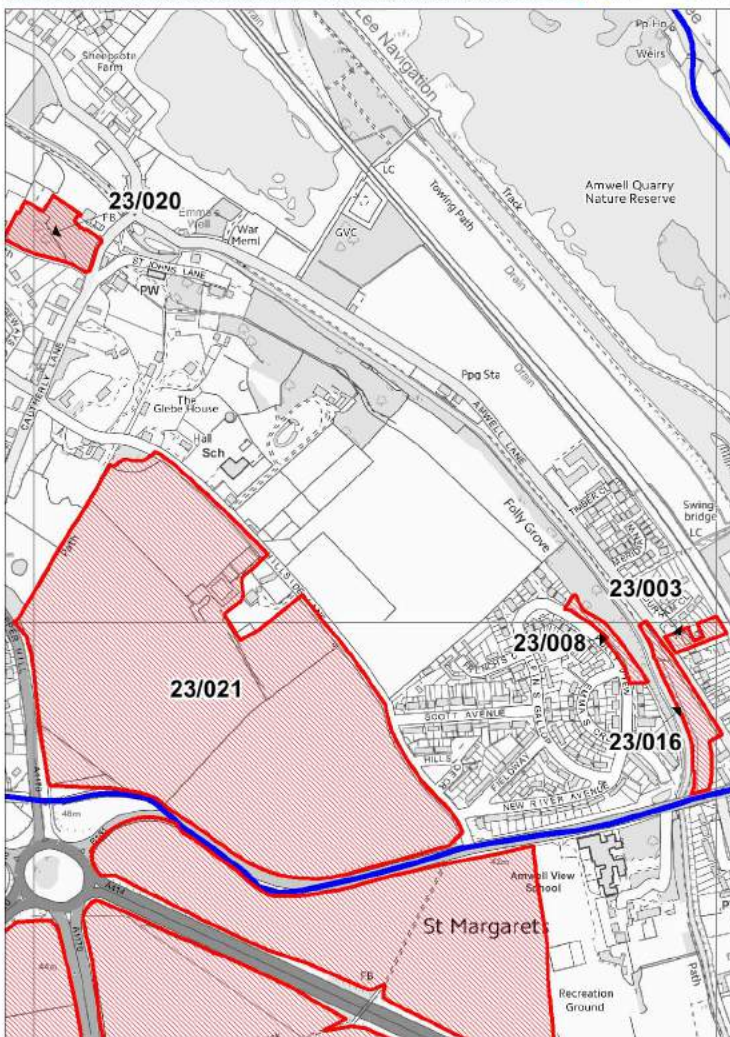
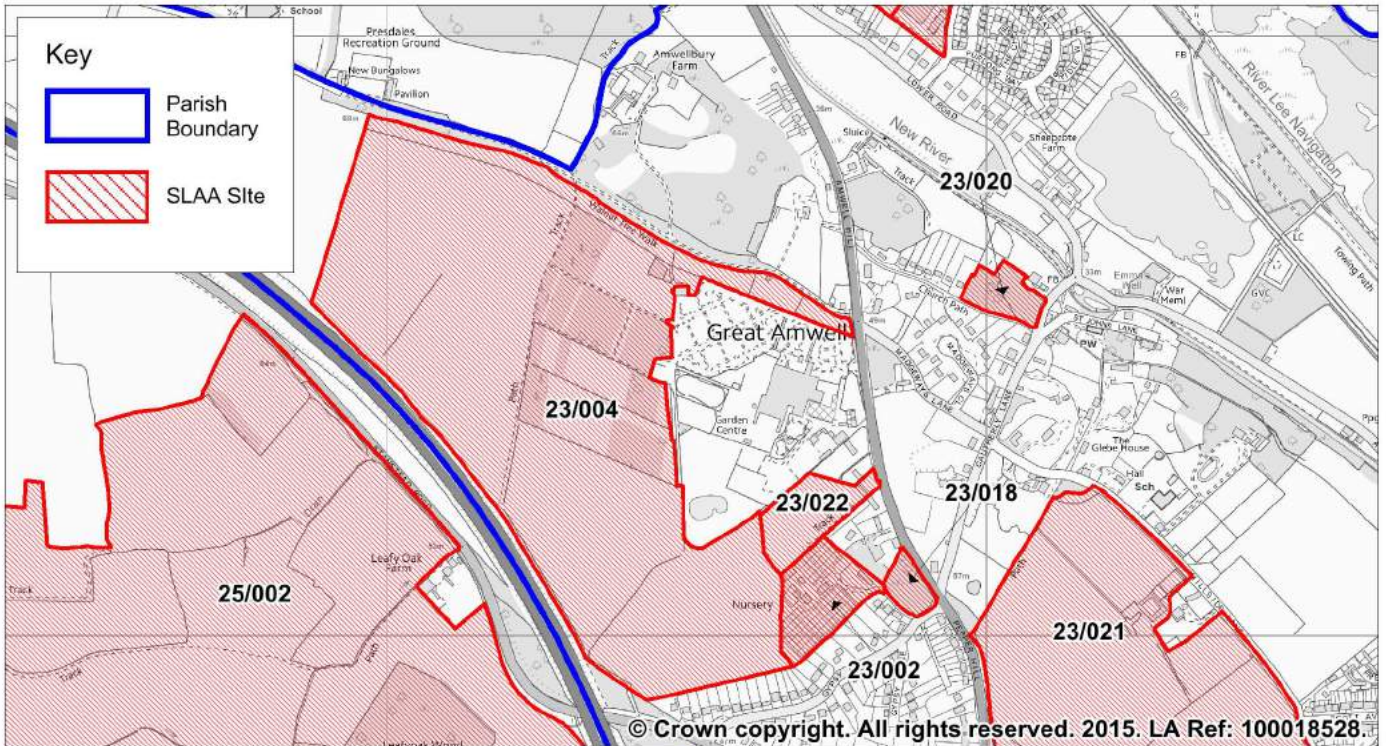
(Excluding SLAA Site: 21/004)



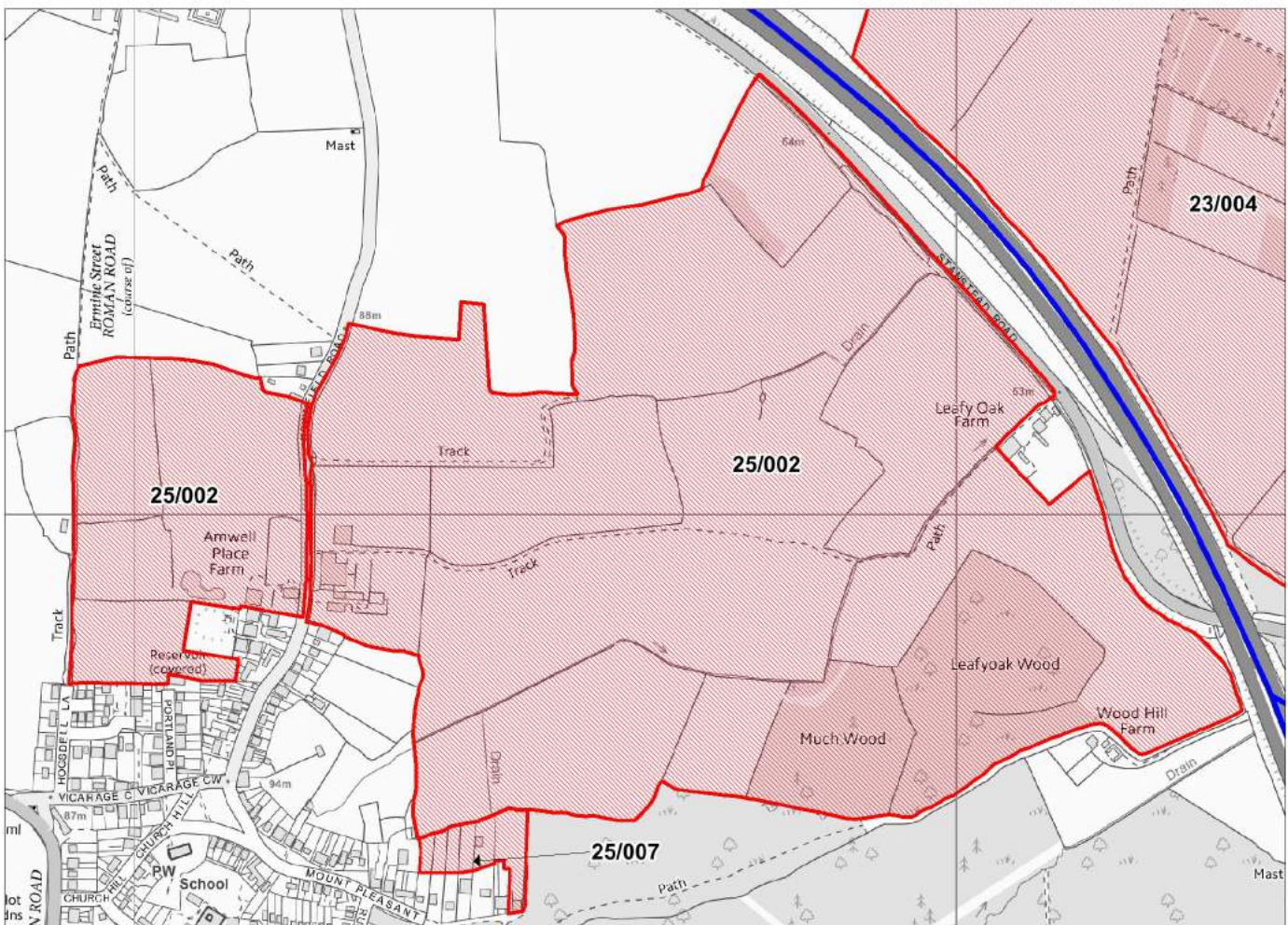
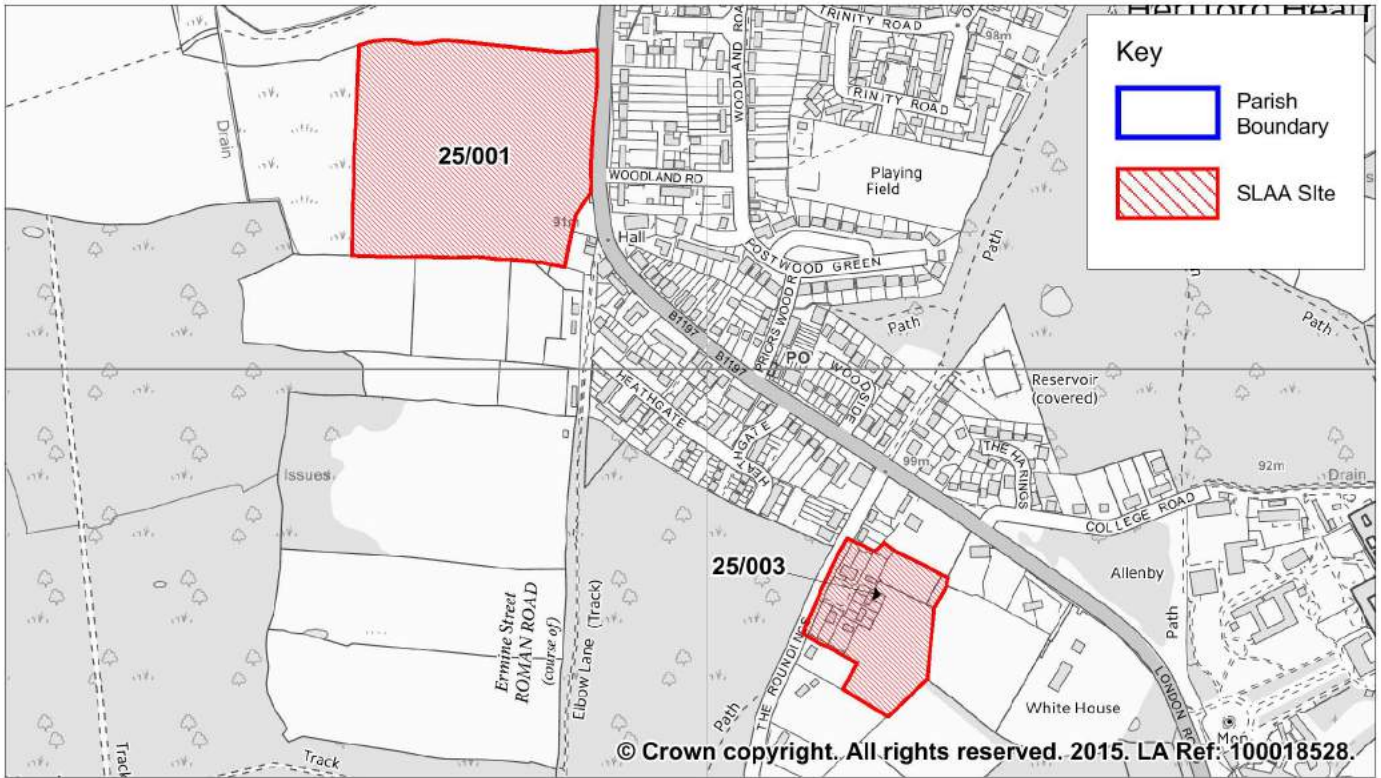
SLAA Sites: Furneux Pelham Parish (22)



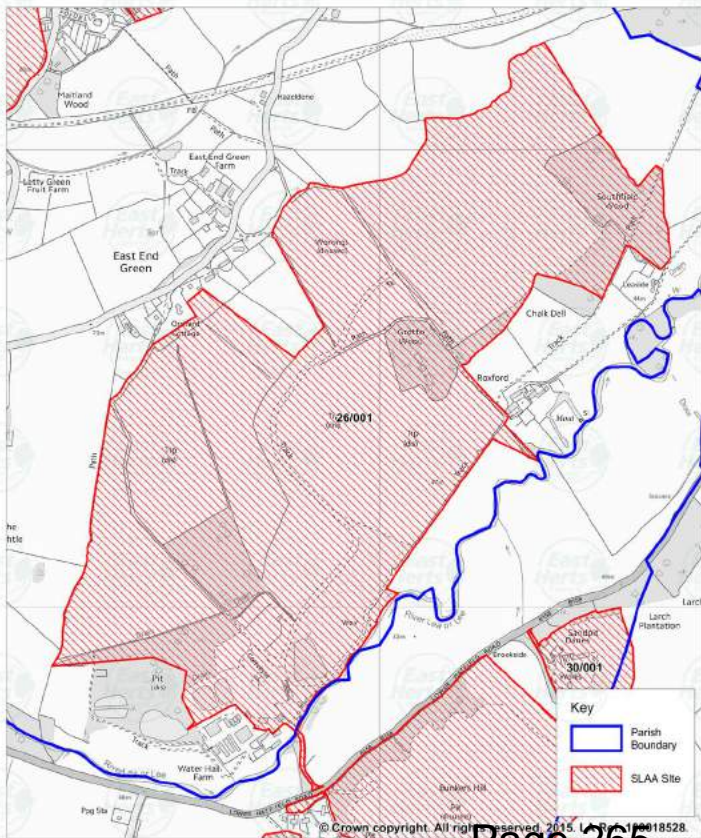
SLAA Sites: Great Amwell Parish (23)



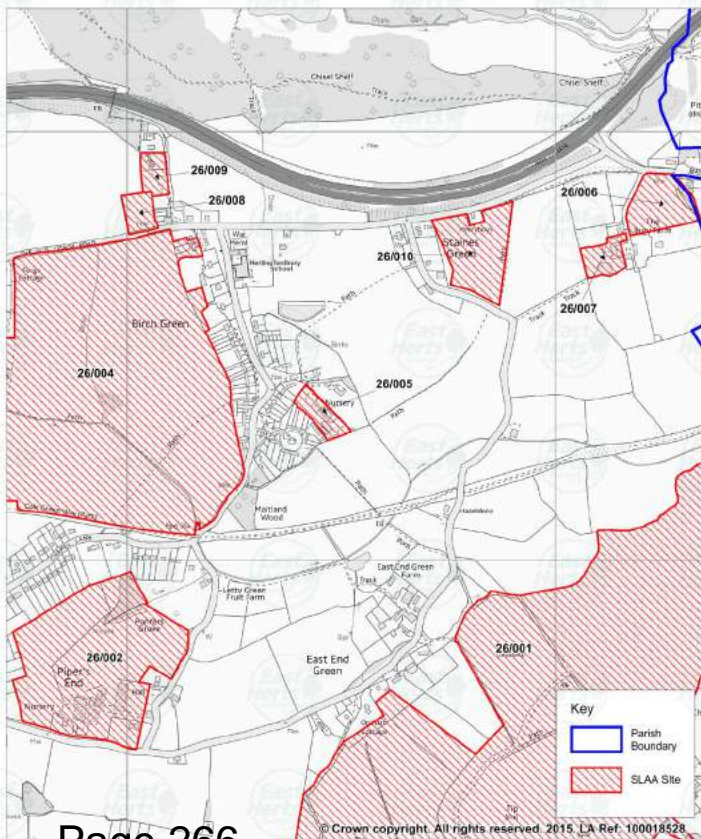
SLAA Sites: Hertford Heath Parish (25)



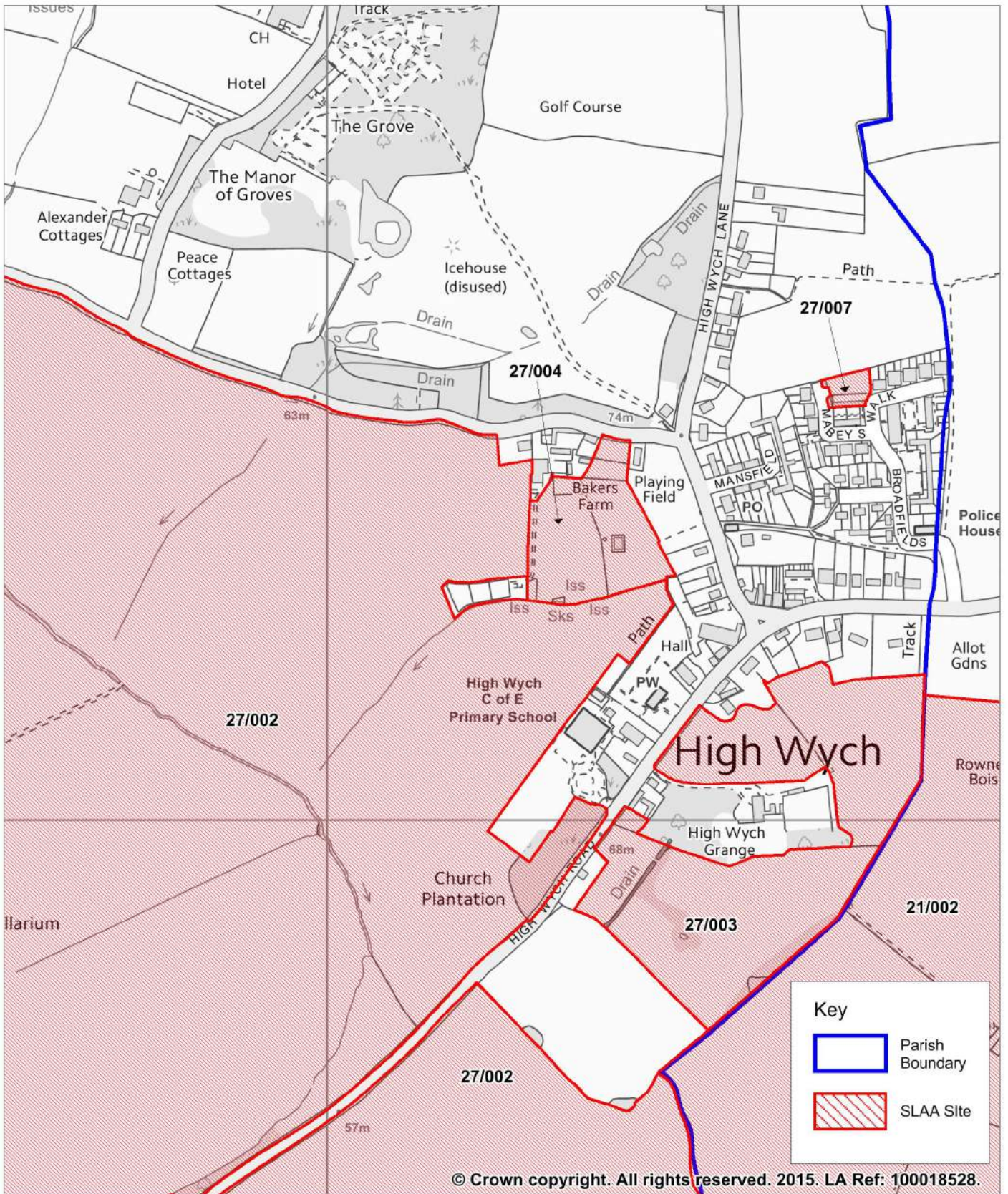
SLAA Sites: Hertingfordbury Parish (26)



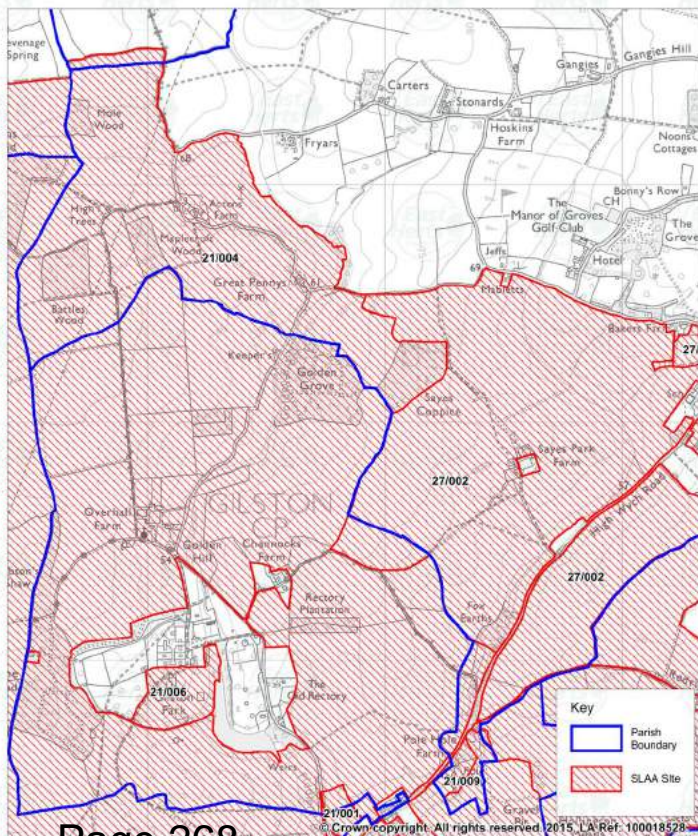
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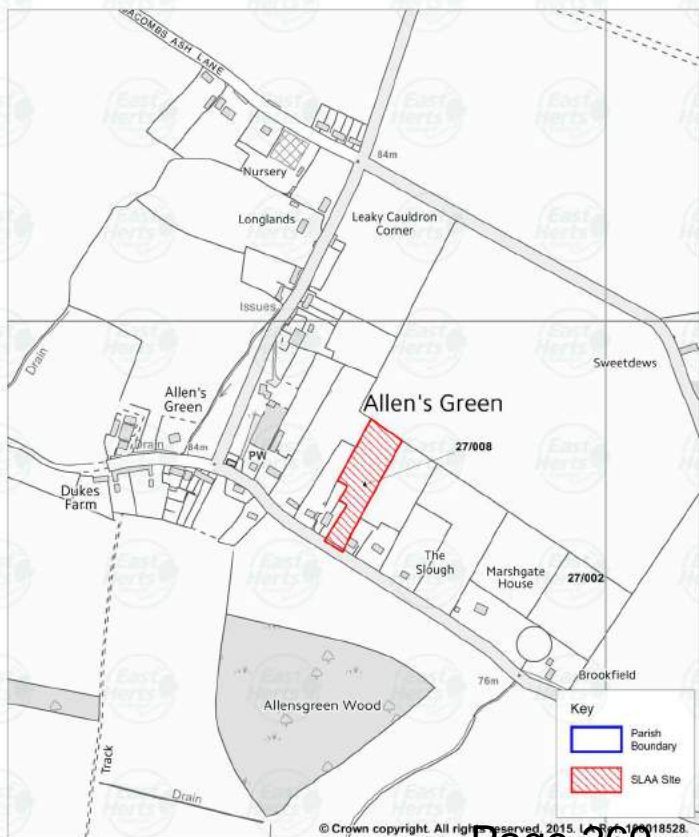
SLAA Sites: High Wych Parish (27)



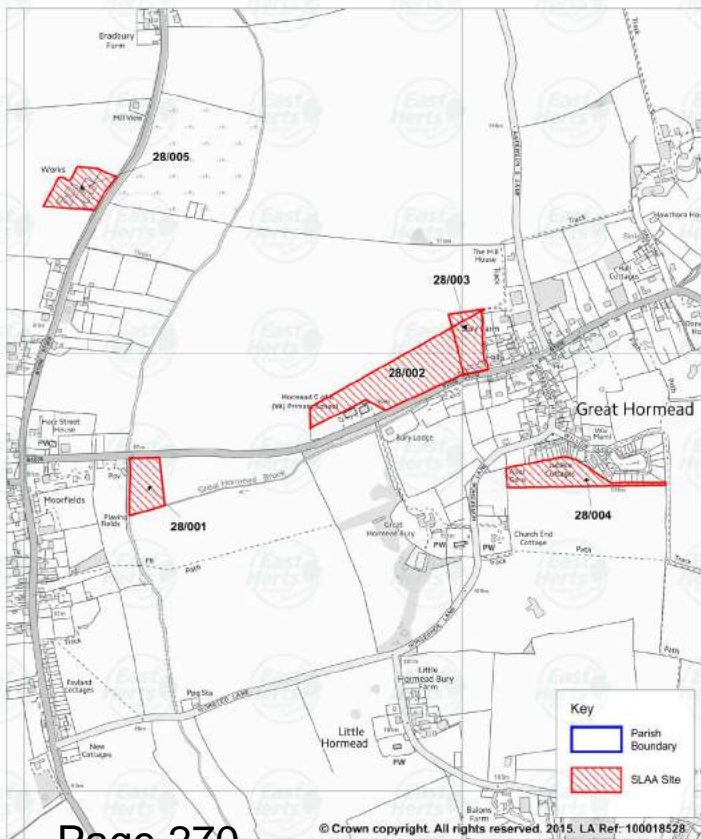
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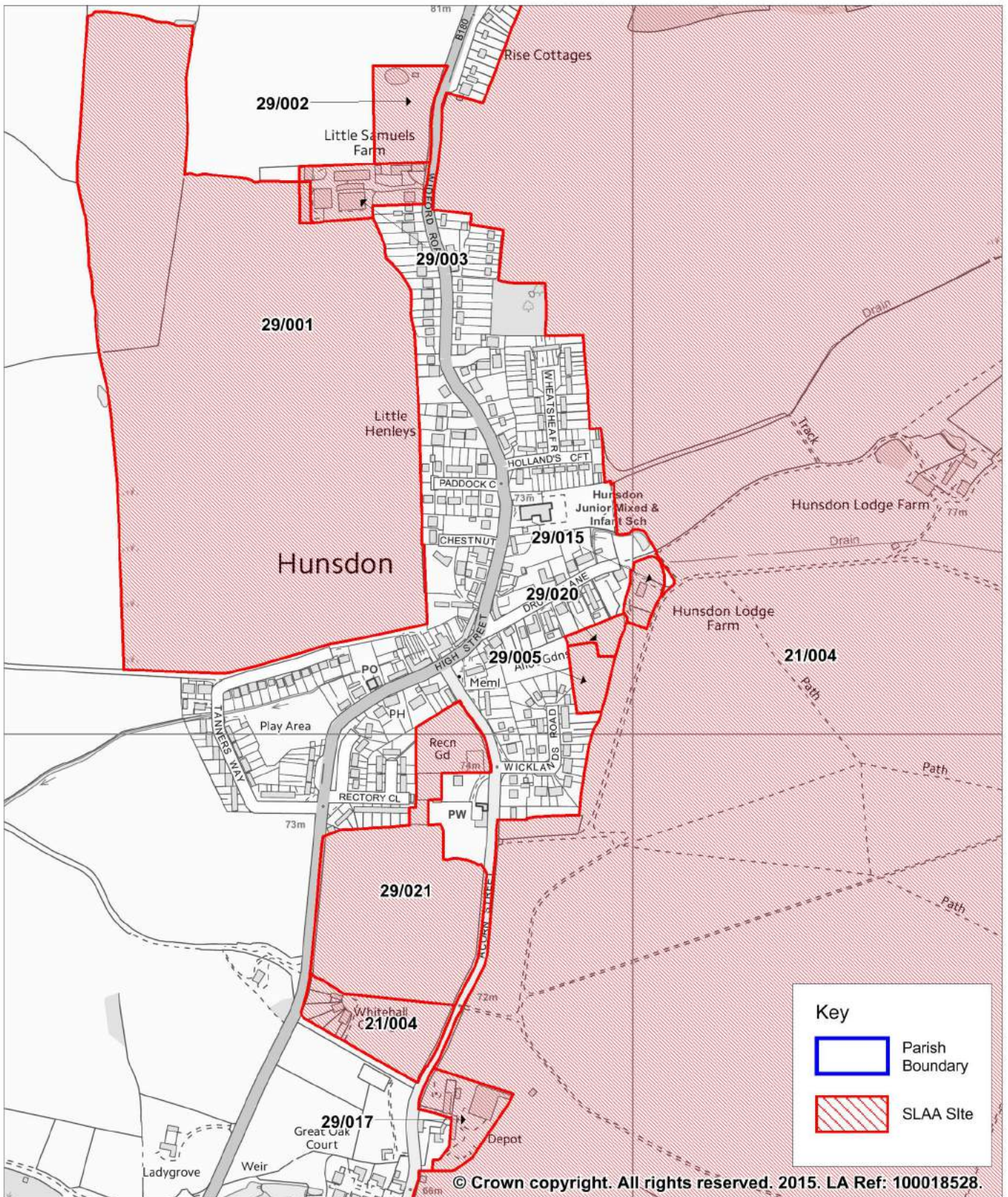
SLAA Sites: High Wych Parish (27)



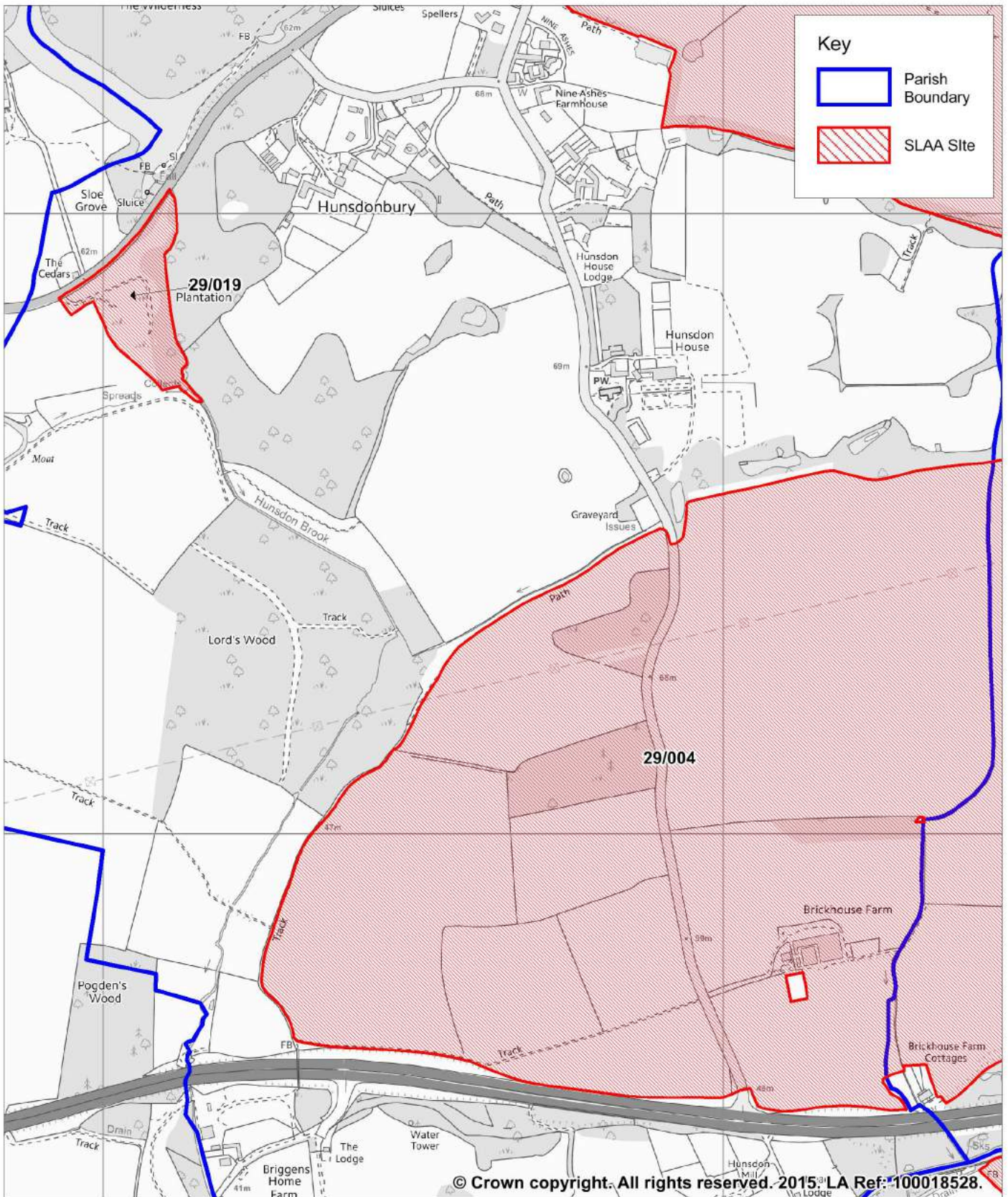
SLAA Sites: Hormead Parish (28)



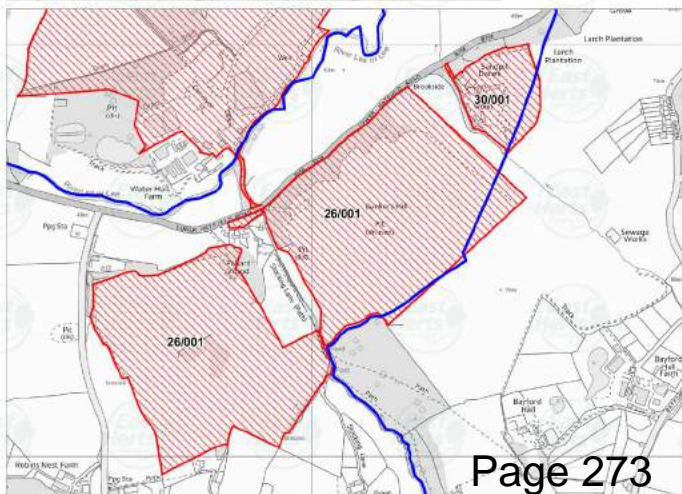
SLAA Sites: Hunsdon Parish (29)



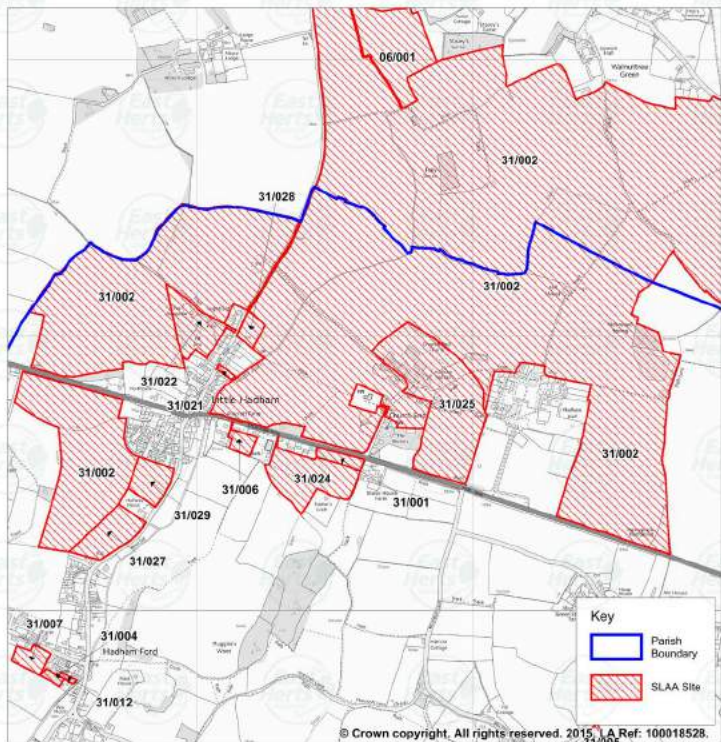
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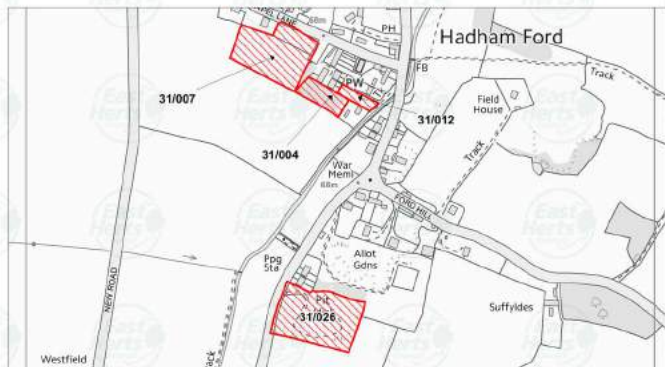
SLAA Sites: Little Berkhamsted Parish (30)



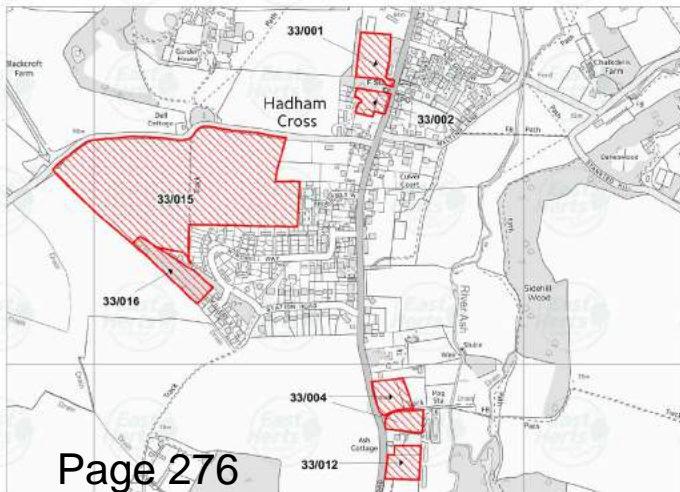
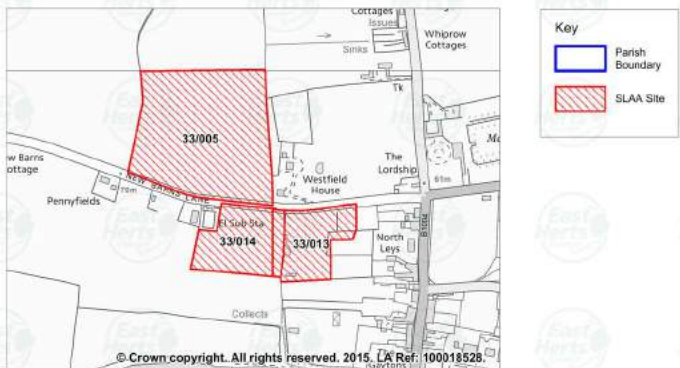
SLAA Sites: Little Hadham Parish (31)



SLAA Sites: Little Hadham Parish (31)

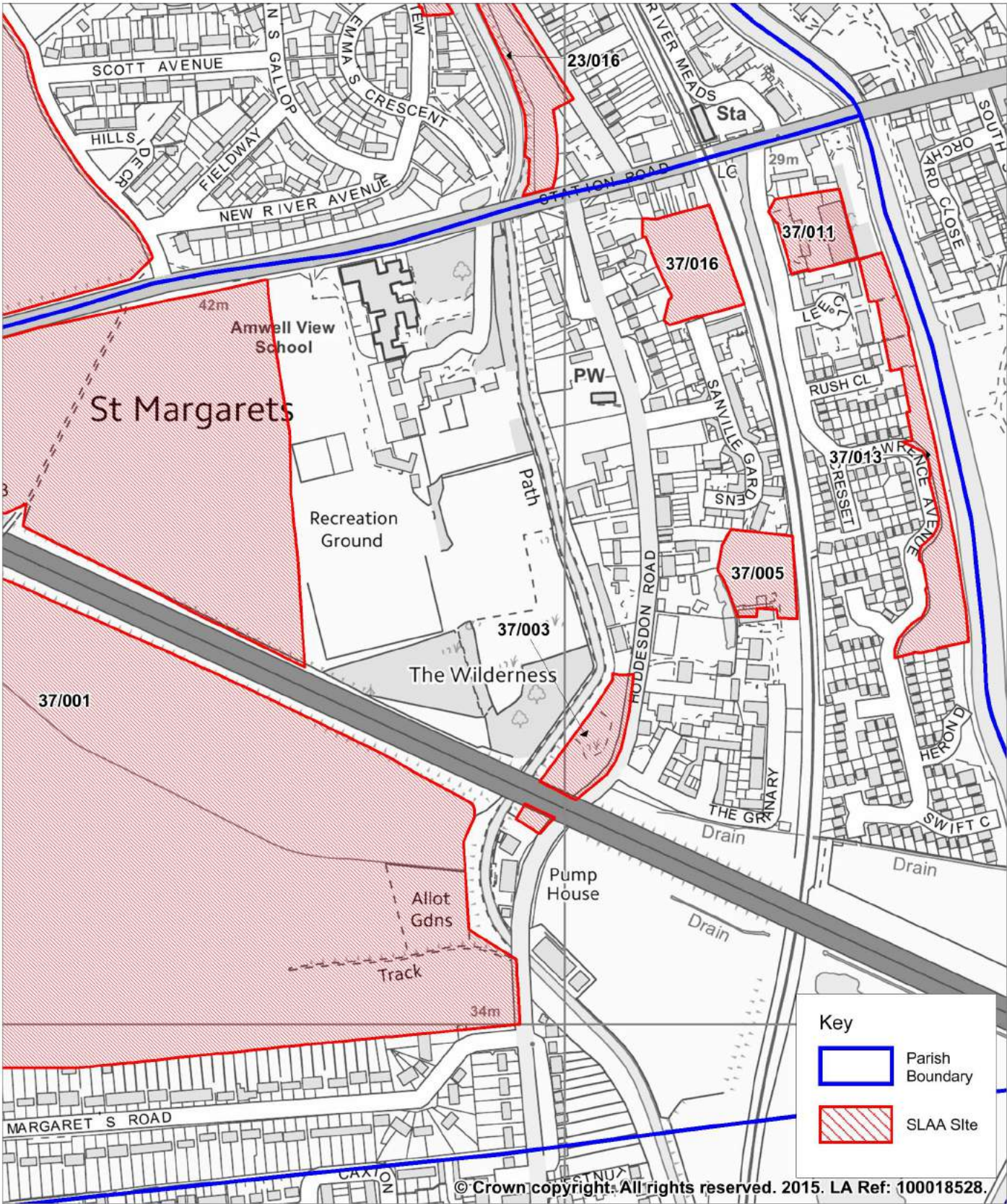


SLAA Sites: Much Hadham Parish (33)



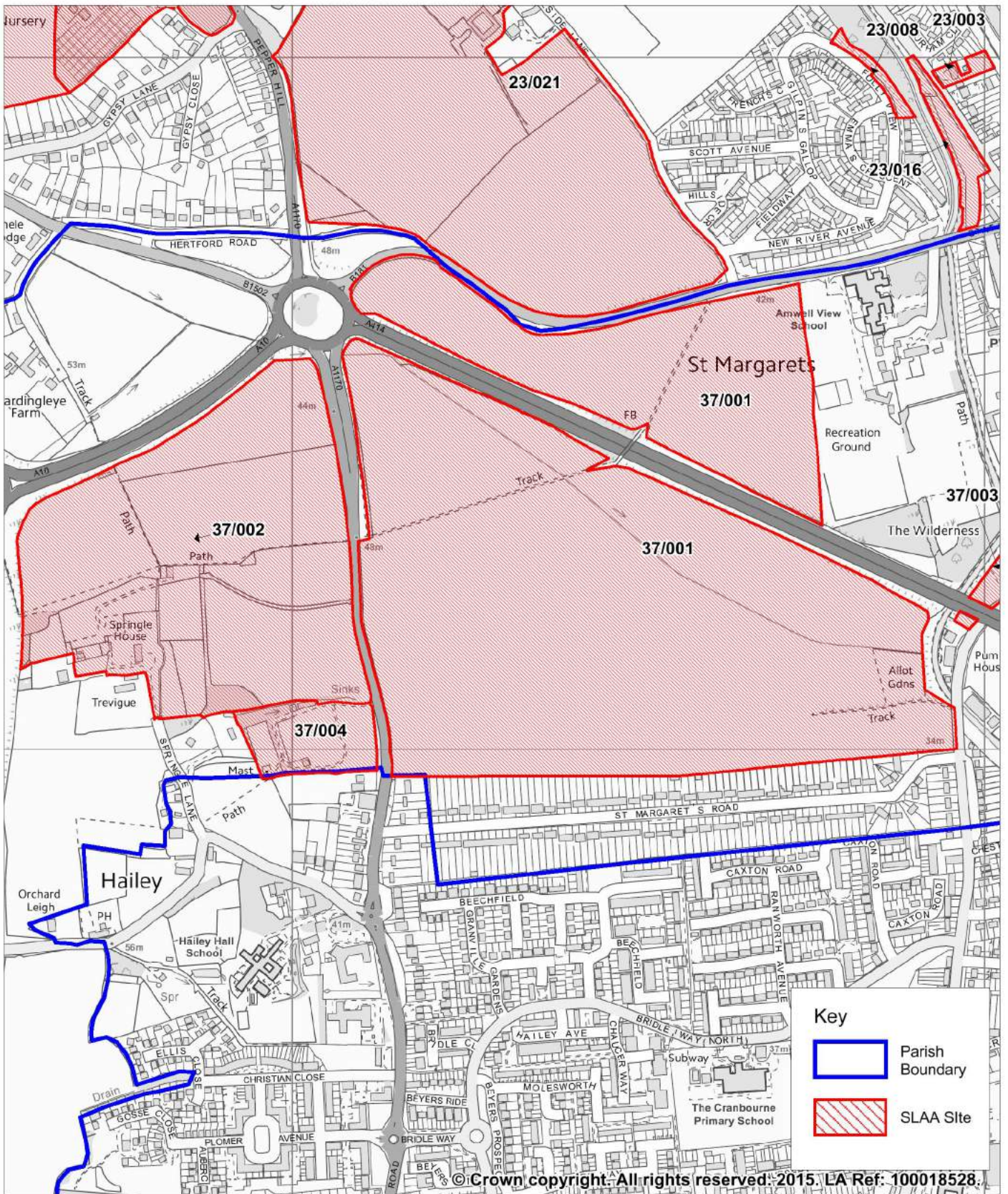
SLAA Sites: Hunsdon Parish

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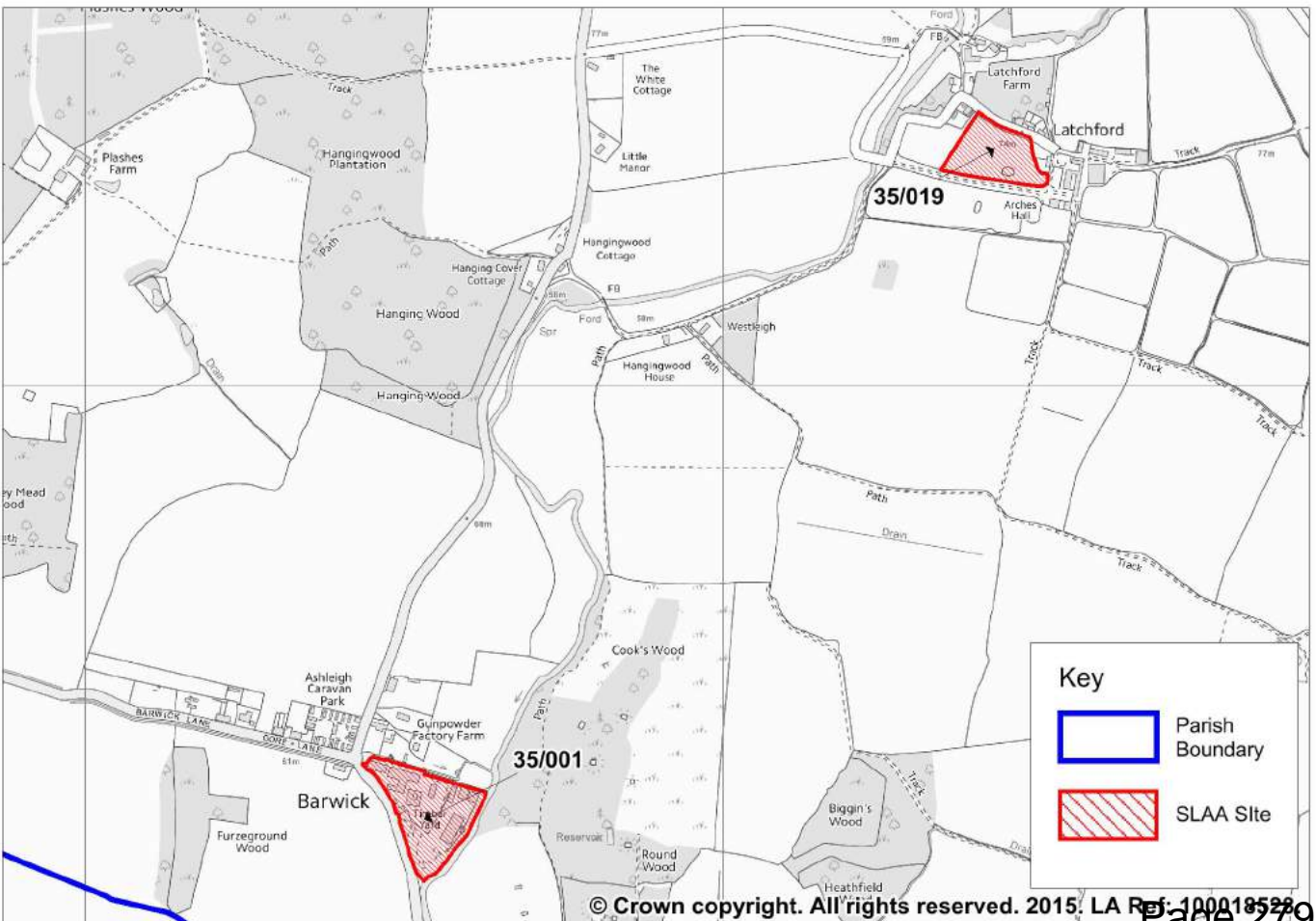
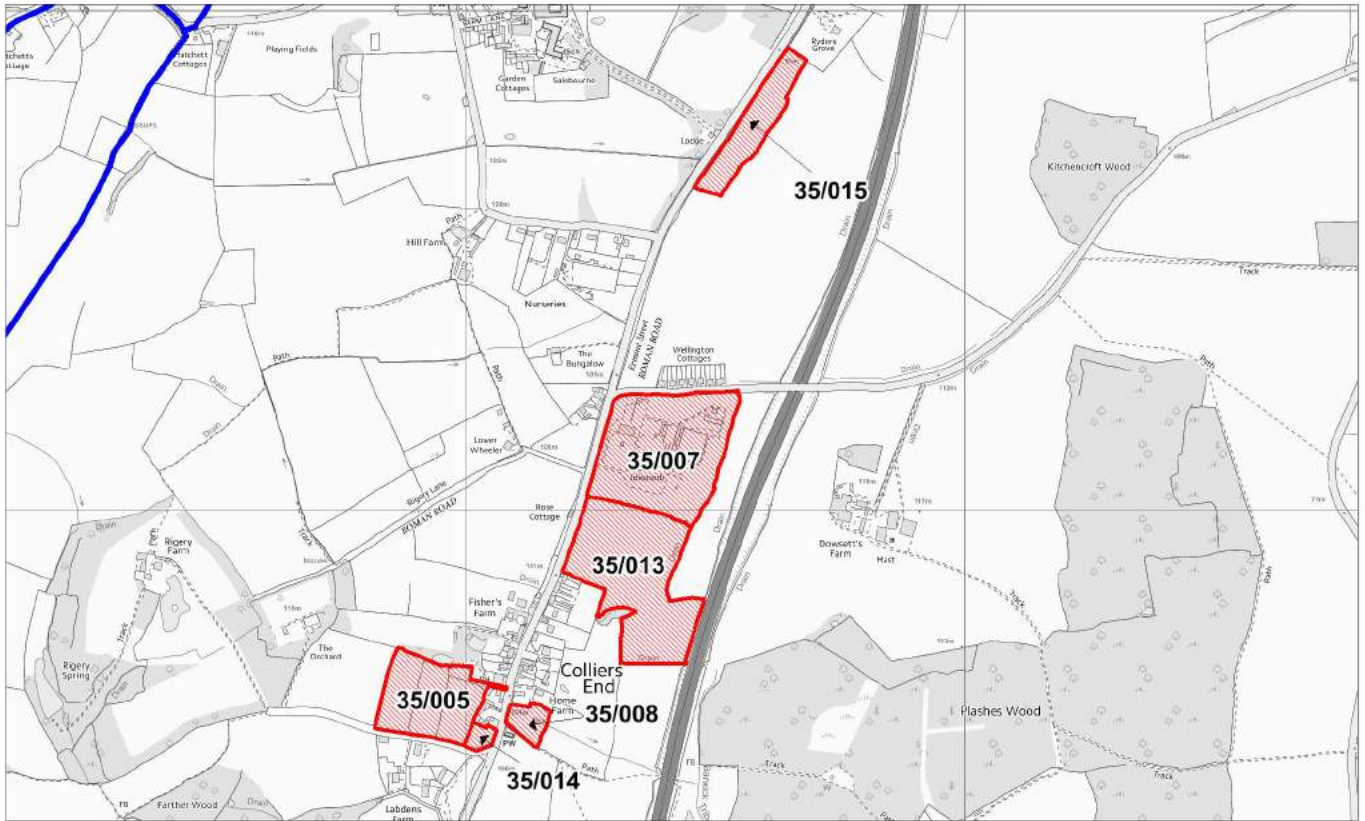
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SLAA Sites: Stanstead St. Margarets Parish (37)





SLAA Sites: Standon Parish

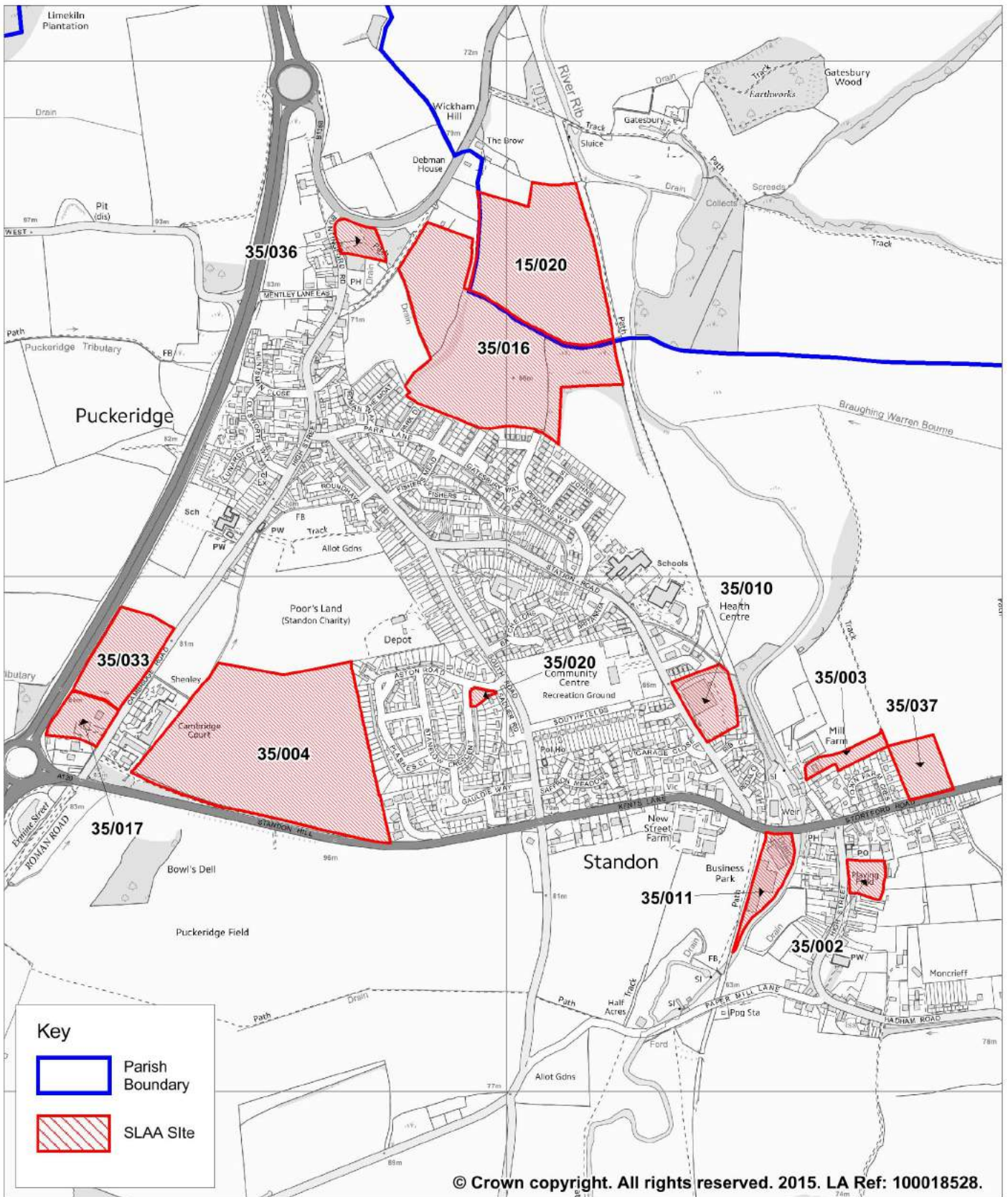
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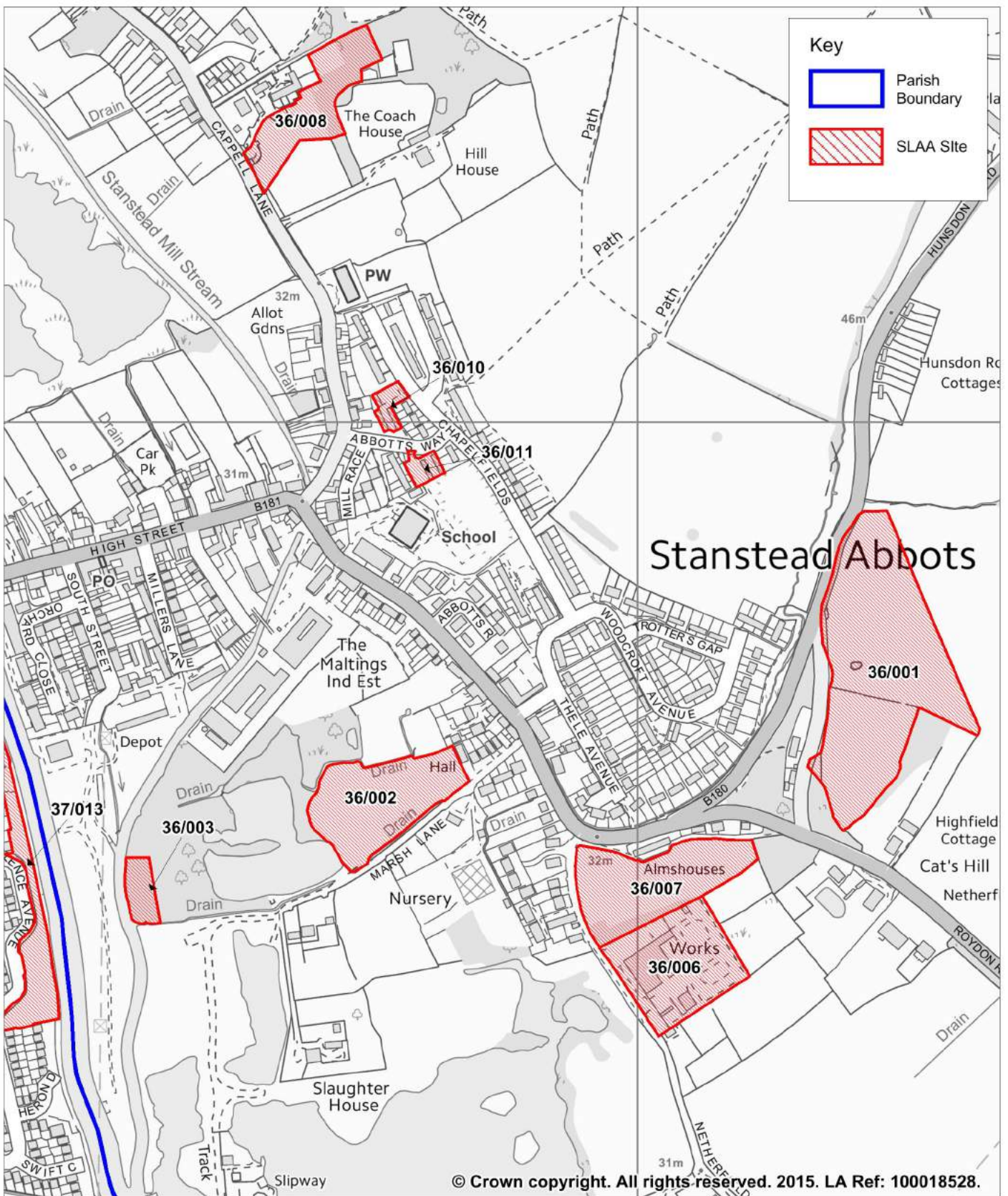
Key

-  Parish Boundary
-  SLAA Site

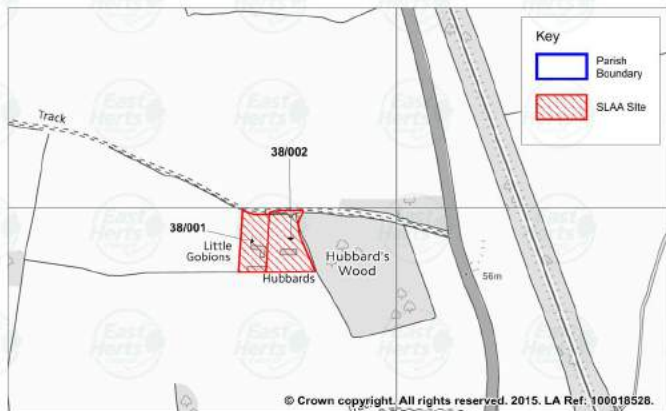
SLAA Sites: Standon Parish (35)



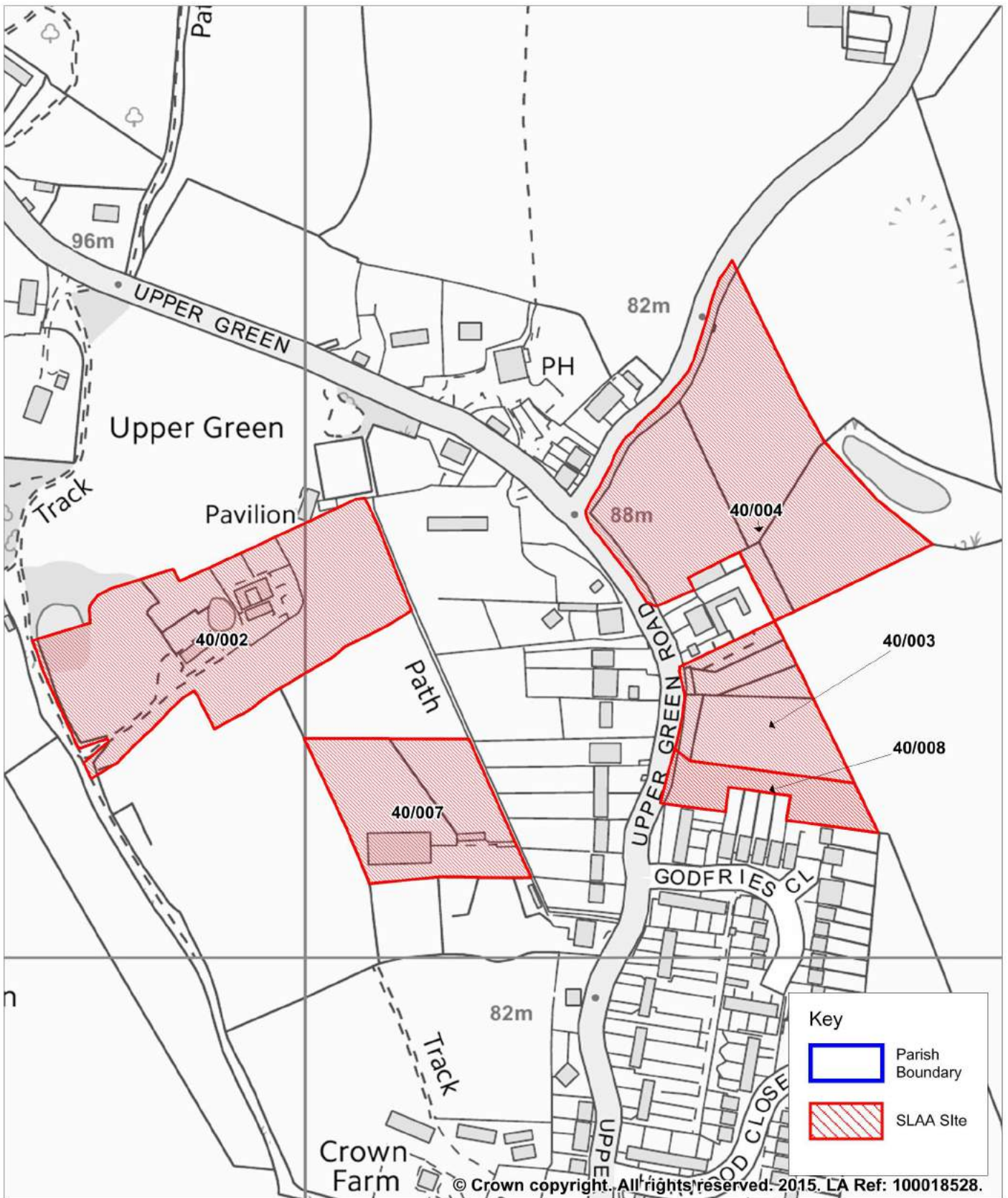
SLAA Sites: Stanstead Abbotts Parish (36)



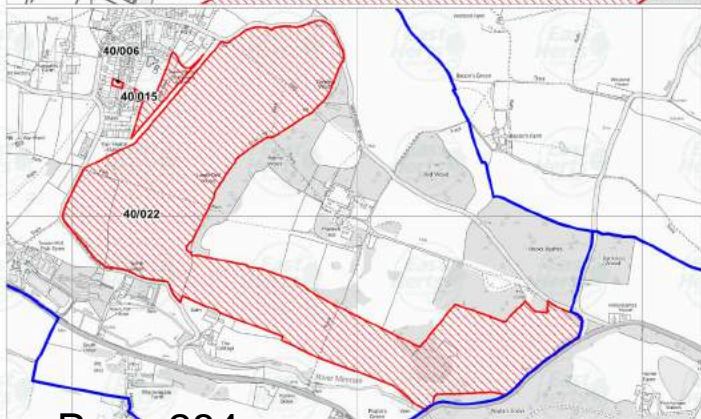
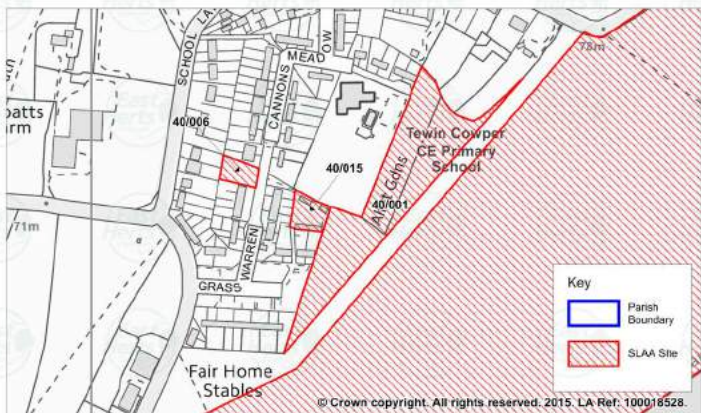
SLAA Sites: Stapleford Parish (38)



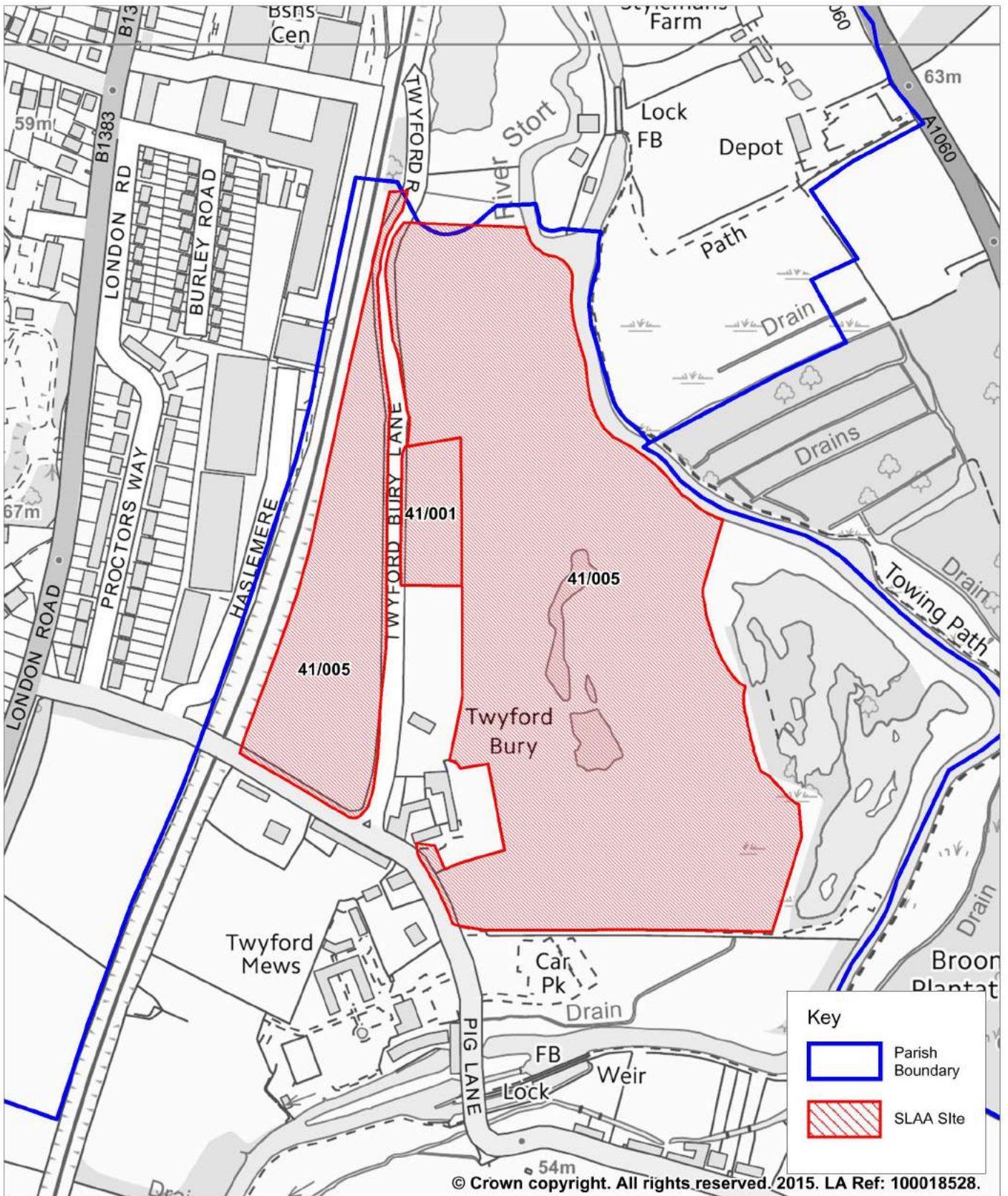
SLAA Sites: Tewin Parish (40)



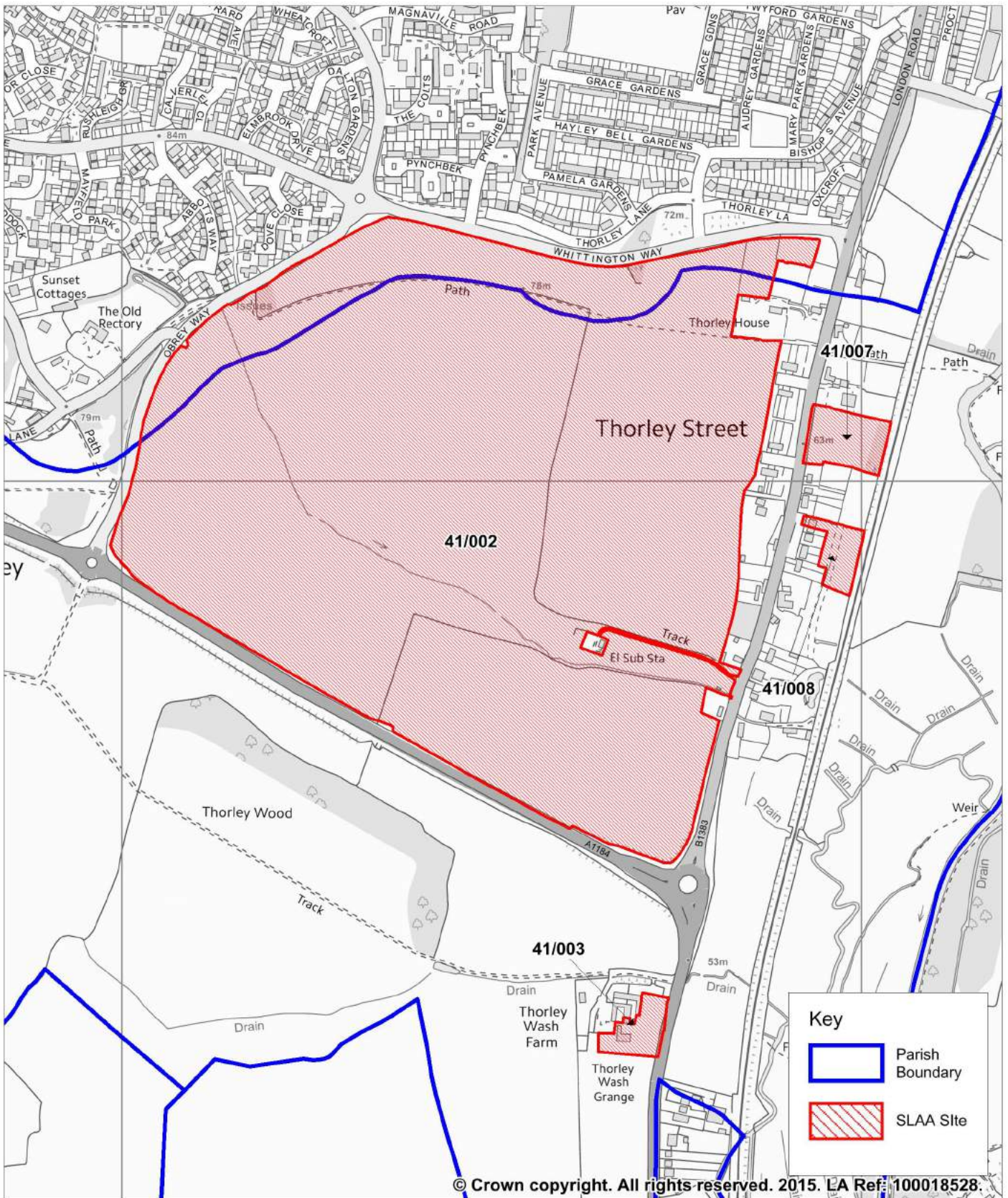
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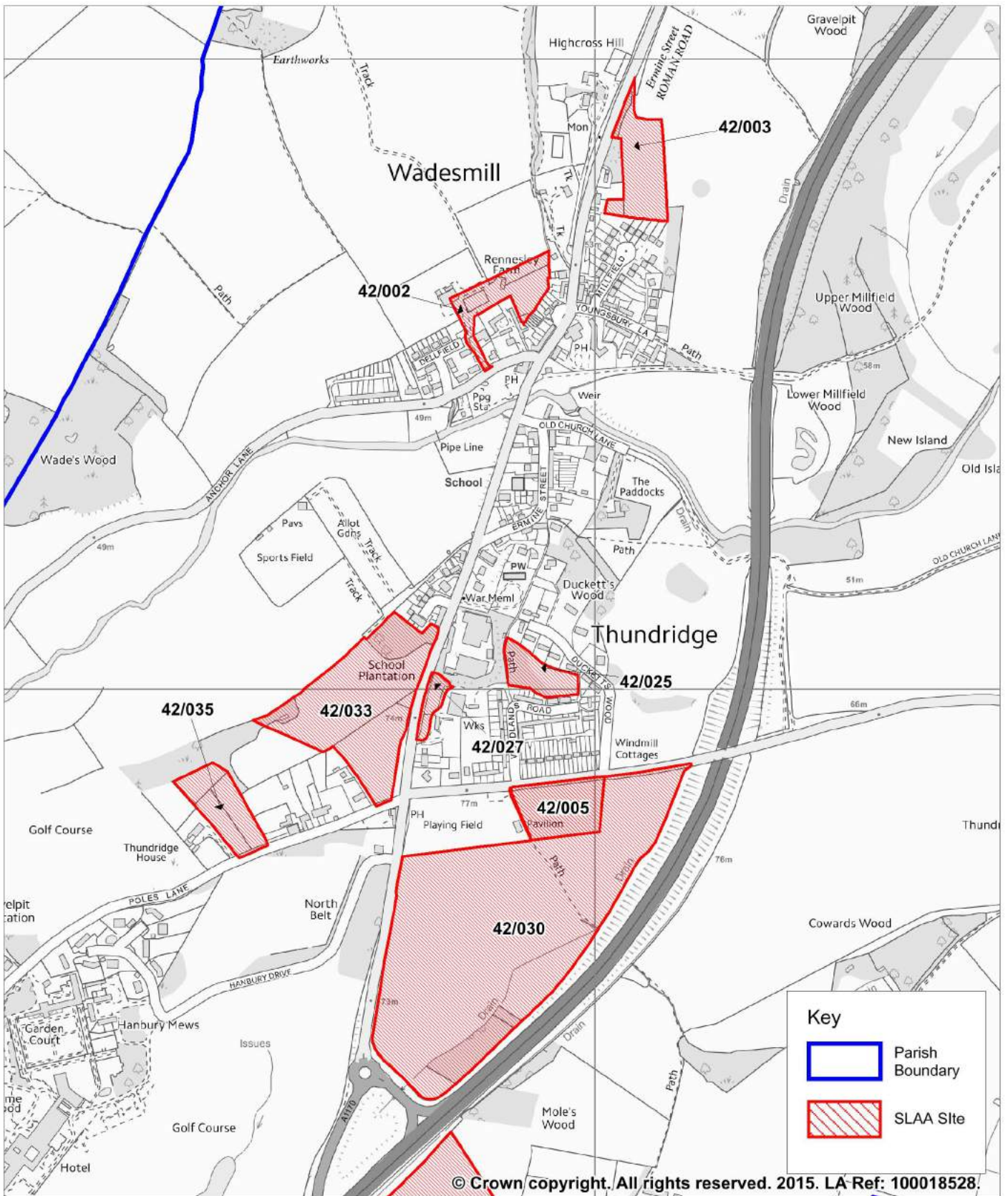
SLAA Sites: Thorley Parish (41)



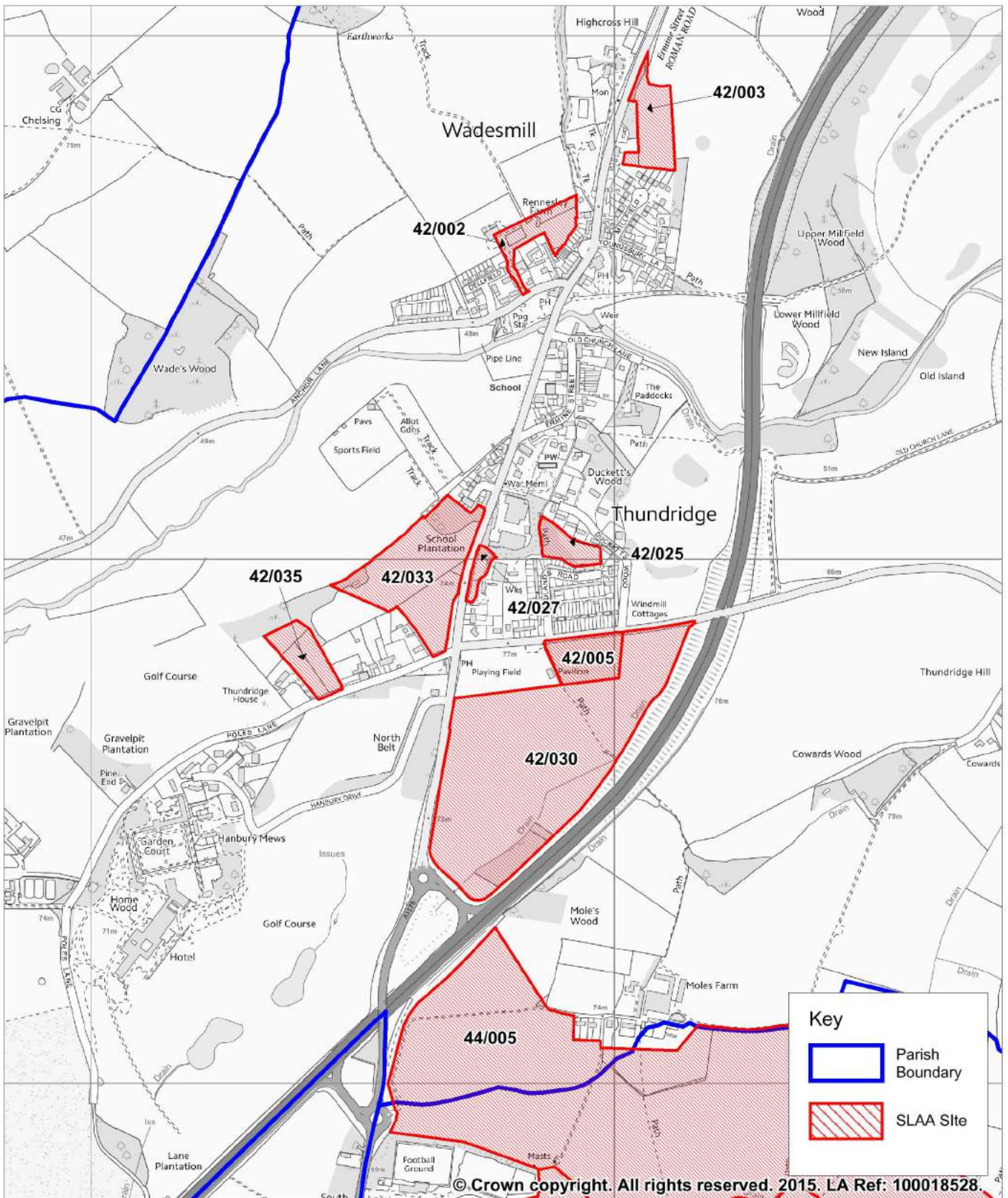
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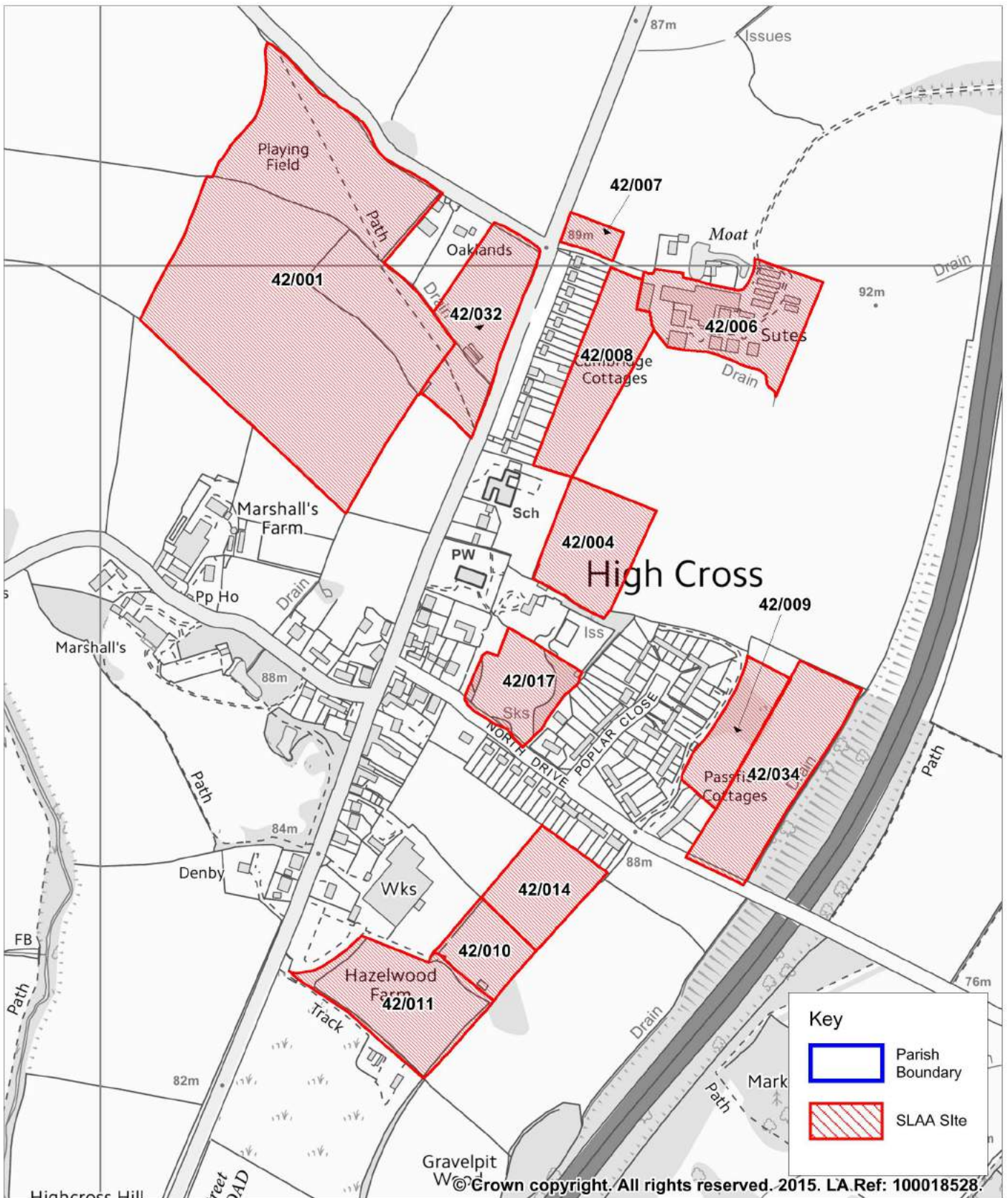
SLAA Sites: Thundridge Parish (42)



SLAA Sites: Thundridge Parish (42)



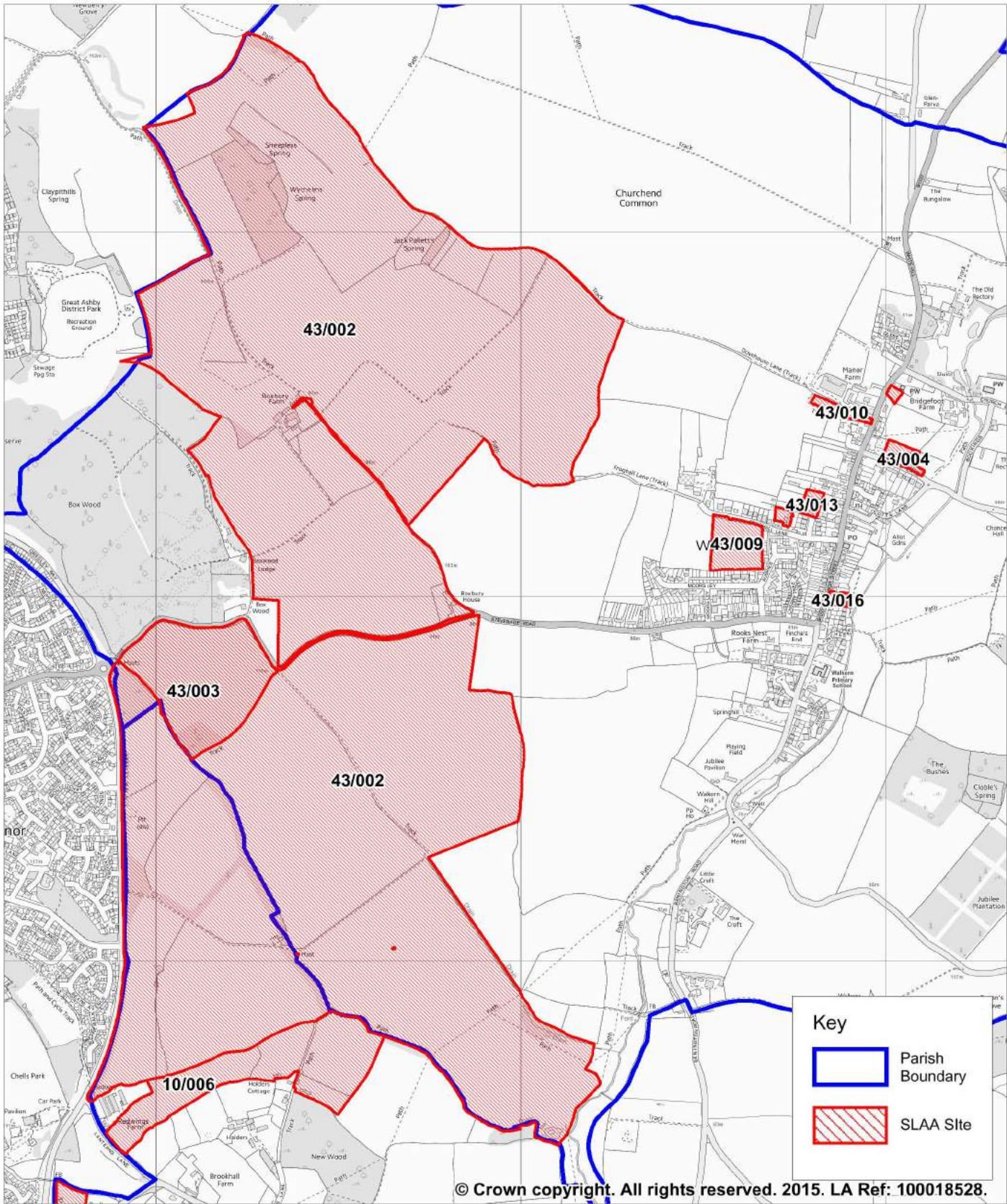
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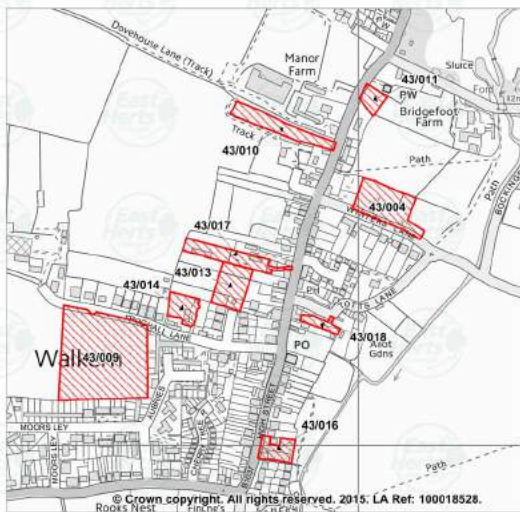
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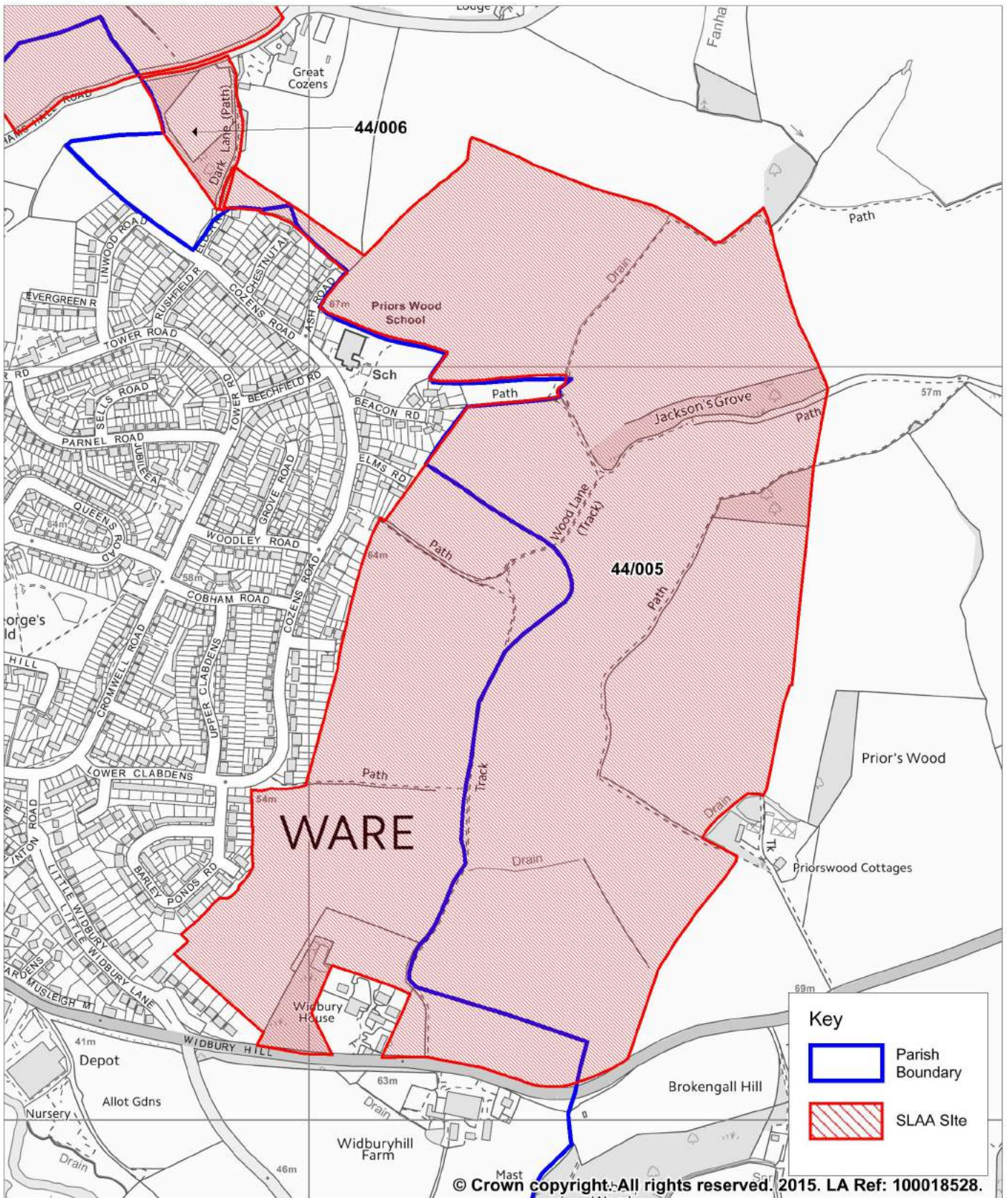
SLAA Sites: Walkern Parish (43)



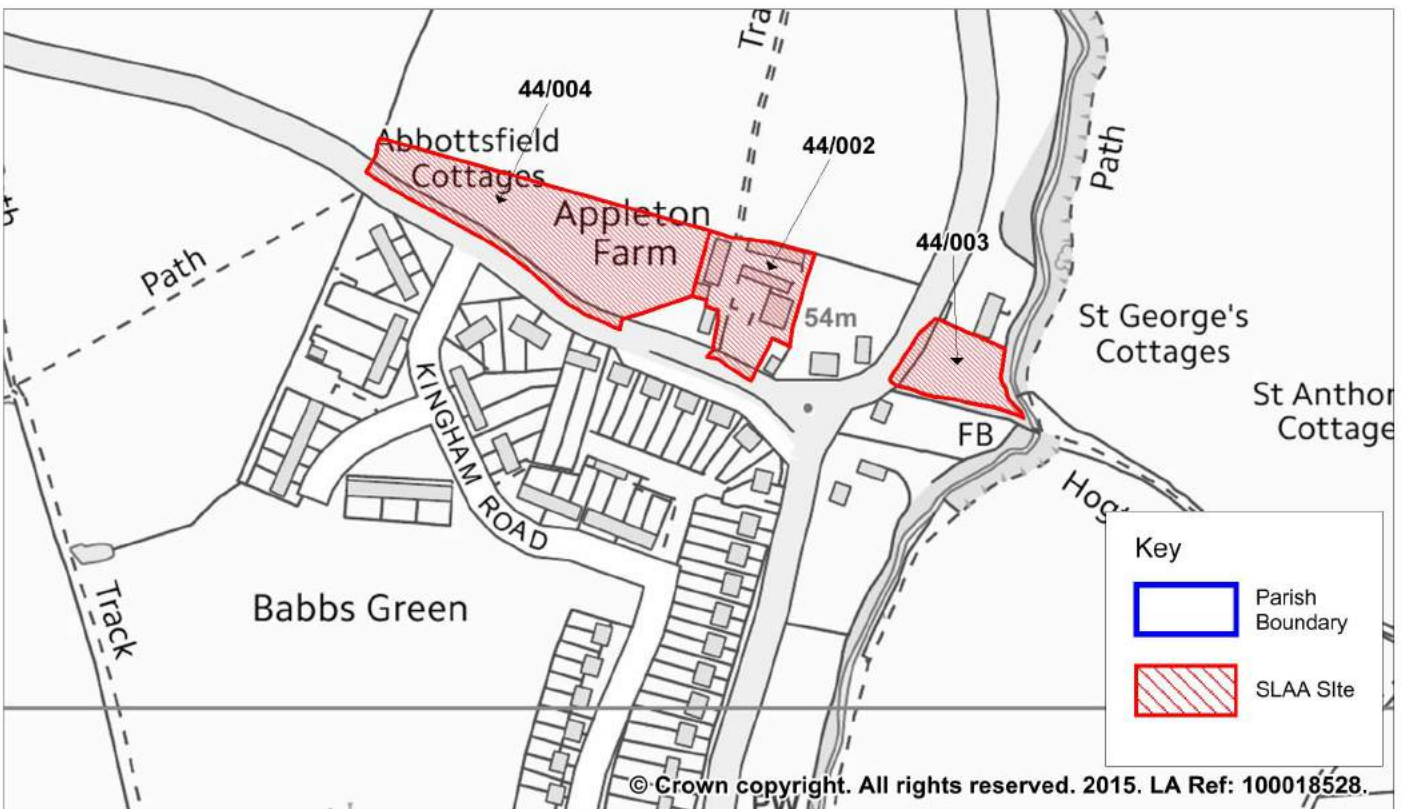
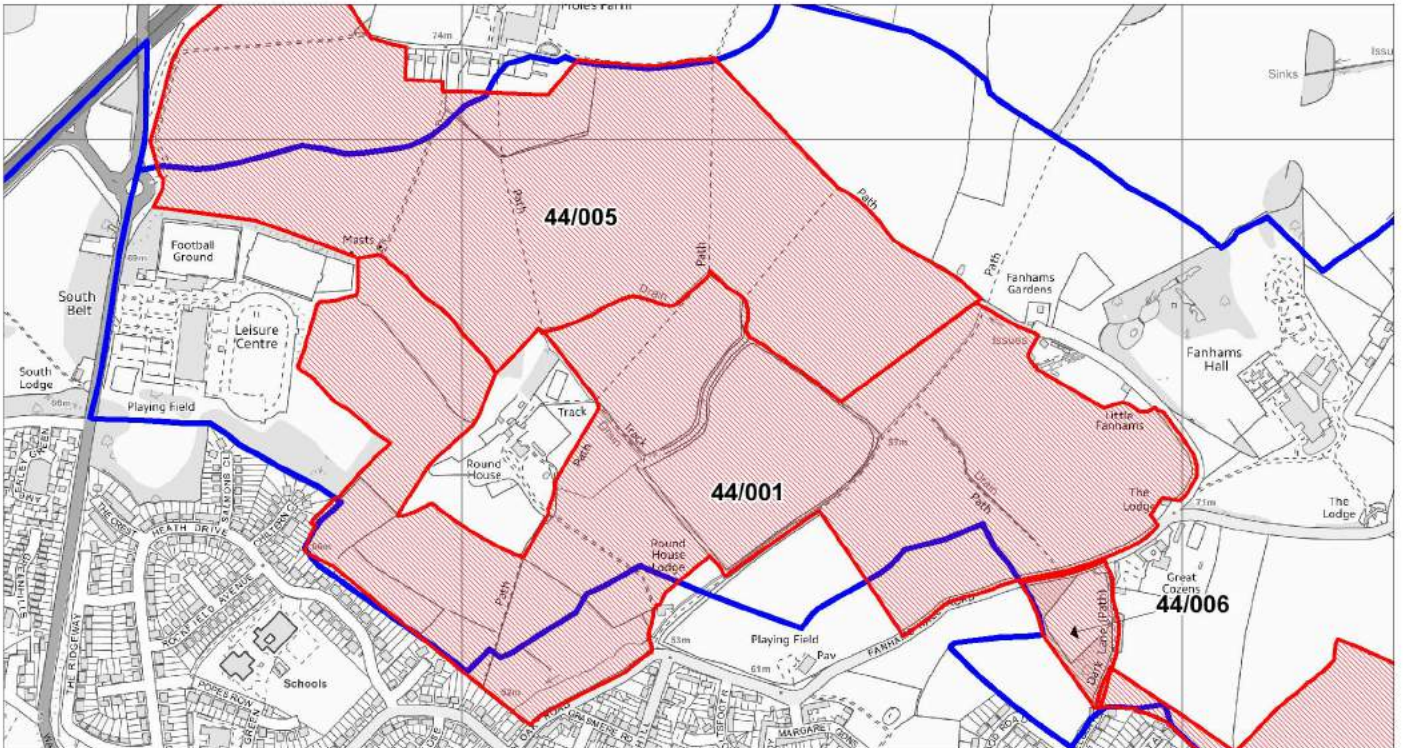
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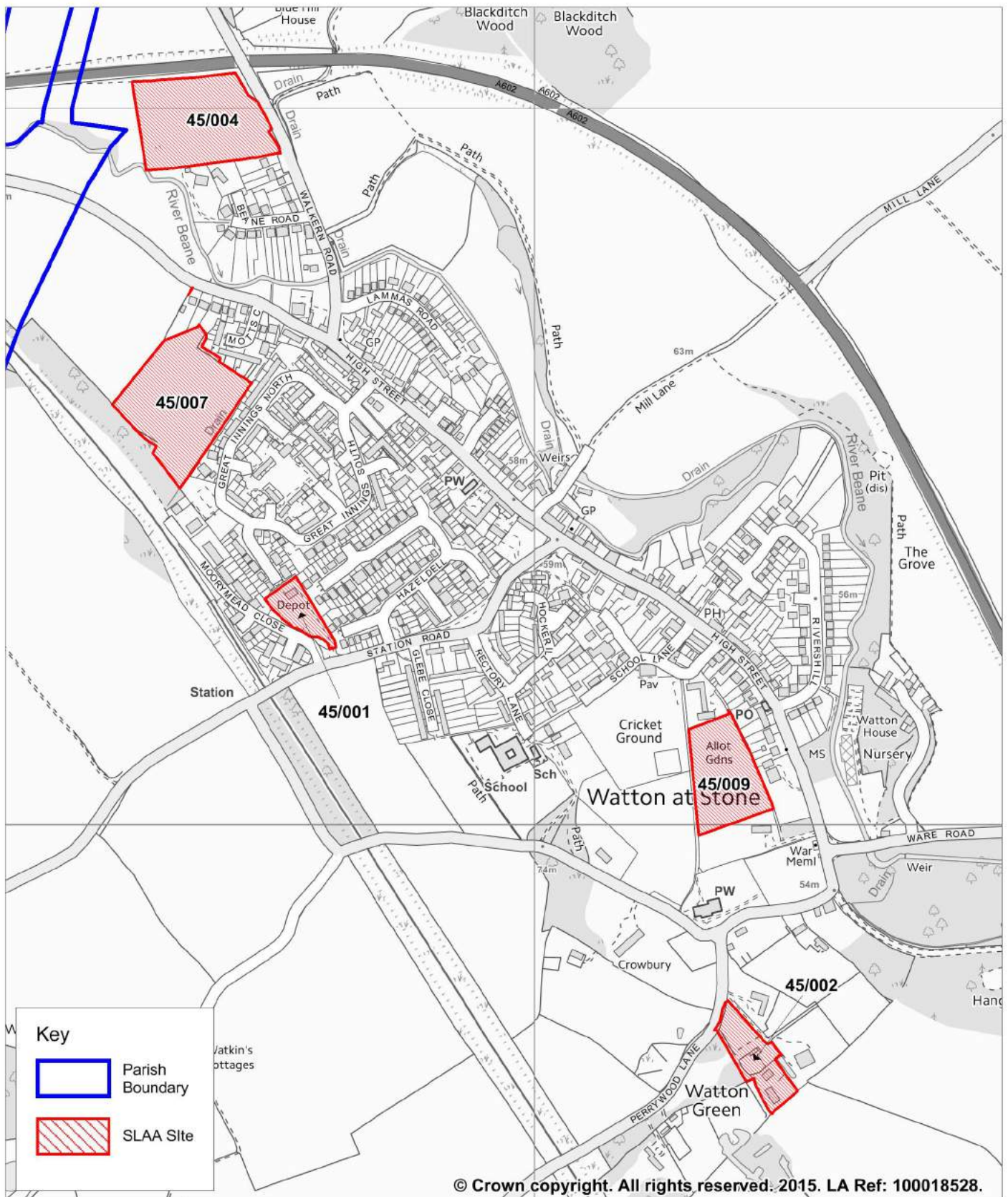
SLAA Sites: Wareside Parish (44)



SLAA Sites: Wareside Parish (44)



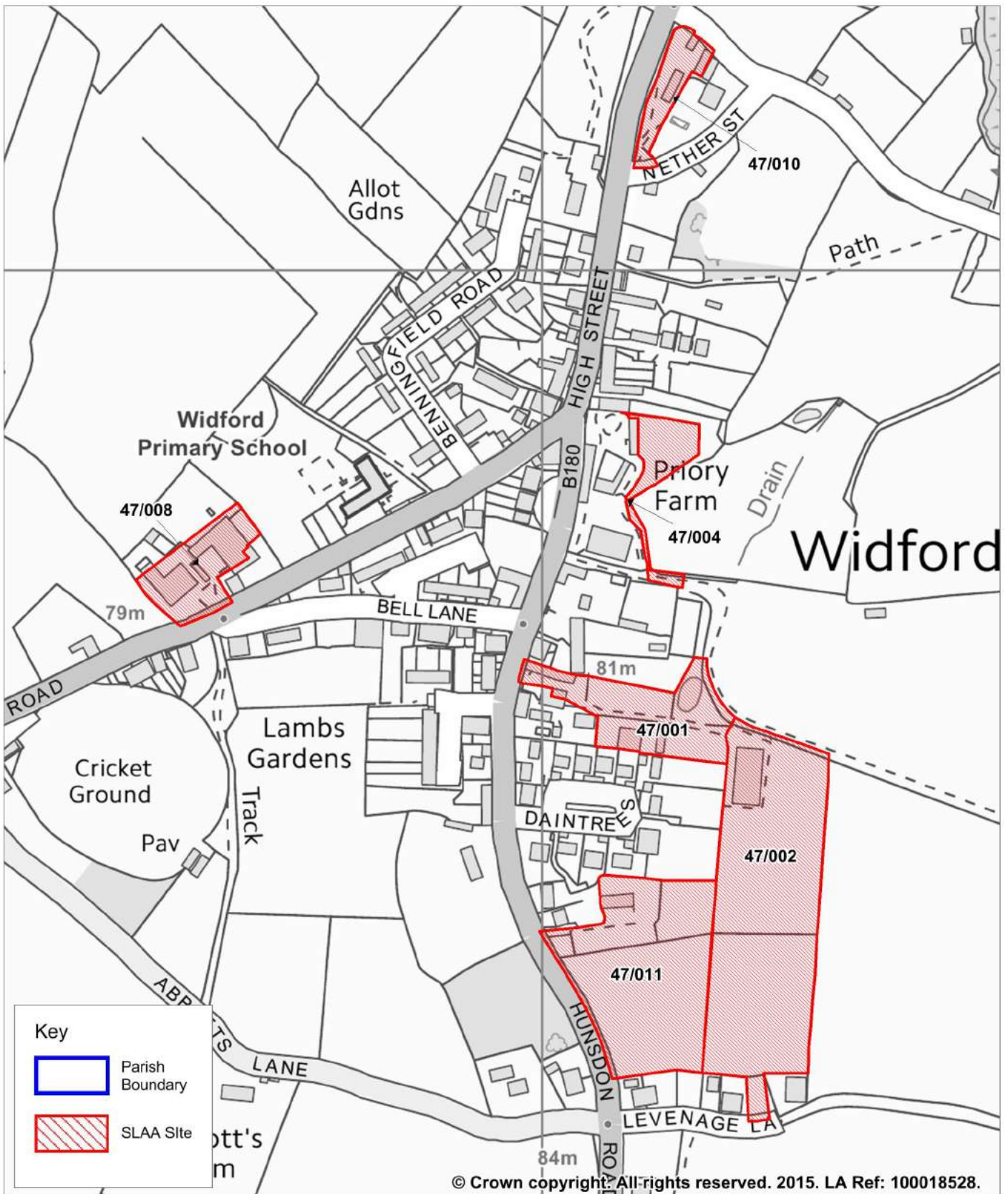
SLAA Sites: Watton-at-Stone Parish (45)



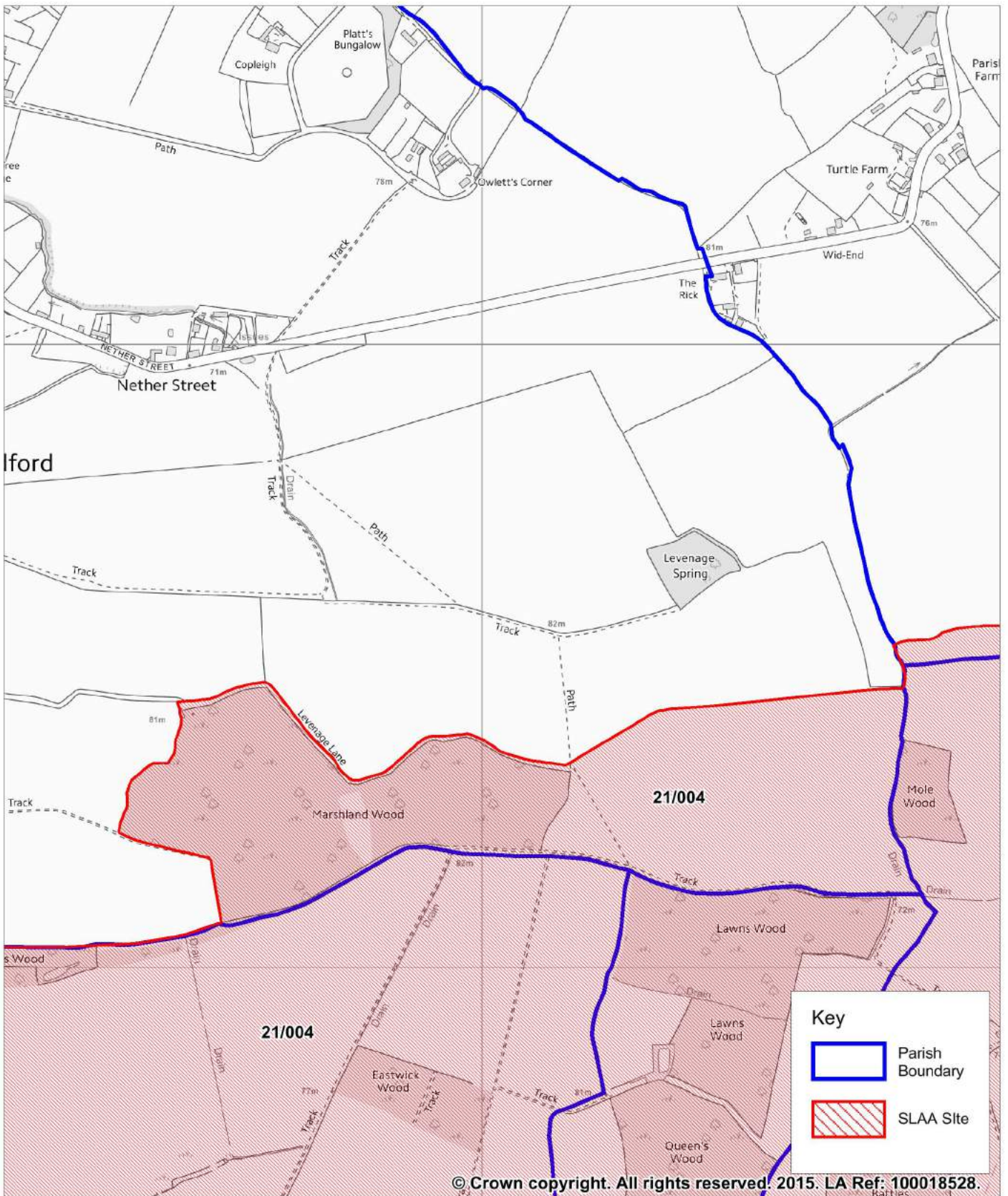
SLAA Sites: Westmill Parish (46)



SLAA Sites: Widford Parish (47)



SLAA Sites: Widford Parish (47)



EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 25 FEBRUARY 2016

REPORT BY THE LEADER OF THE COUNCIL

DUTY TO CO-OPERATE UPDATE REPORT

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report presents the notes of the latest Member-level meetings with adjoining local authorities

<u>RECOMMENDATION FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:	
(A)	the notes of the Member-level meetings held with neighbouring local authorities be noted; and
(B)	the Head of Planning and Building Control, in consultation with the Leader of the Council, be authorised to prepare, agree and sign Memoranda of Understanding with neighbouring local authorities, and other bodies, as appropriate.

1.0 Background

1.1 A report to the District Planning Executive Panel on 28th November 2012 (see Background Papers) explained the background to the Duty to Co-Operate and its implications for the East Herts District Plan. The report explained that the duty required the Council, as Local Planning Authority, to engage constructively with a range of bodies throughout the plan-making process in order to address strategic cross boundary issues.

1.2 It was agreed that the notes of all Member-level meetings would be reported to District Planning Executive Panel. All previously agreed minutes have been published online at www.eastherts.gov.uk/DutytoCooperate.

2.0 Report

2.1 This report presents the minutes of the following bilateral Duty to Co-operate meetings:

- Broxbourne Borough Council, January 2016;
- Broxbourne Borough Council, January 2015
- Broxbourne Borough Council, November 2014.

2.2 Members will note that two of the meetings with Broxbourne took place some time ago in late 2014 and early 2015. The minutes of these meetings were not previously presented to Panel as, at that stage, Broxbourne did not want details of their emerging Local Plan made public. However, as they have recently published a Local Plan Framework document which identifies their emerging proposals, the minutes have now been agreed.

2.3 In addition, the Co-operation for Sustainable Development Board (known as the Co-op Board) was established in 2014 in order to facilitate strategic level co-operation between the following authorities: East Herts, Broxbourne, Harlow, Epping Forest, Uttlesford, Chelmsford, Redbridge, Enfield, Waltham Forest and Hertfordshire and Essex County Councils. The Terms of Reference for this group were presented to Panel on 8th December 2014. In recent months, there have been three meetings of the Co-op Board.

2.4 The minutes from all of the meetings identified above are presented within **Essential Reference Paper B**.

2.5 As work on the District Plan continues to progress, it is expected that a series of Memoranda of Understanding (MoU's) will be agreed with neighbouring local authorities, and other bodies where considered appropriate. The MoU's will identify how strategic cross boundary issues have been addressed. A number of authorities across the country have had their Local Plans found 'unsound' at Examination in recent months on the basis that they have not adequately demonstrated that they have met the requirements of the duty. The MoU's referred to above will therefore form a key piece of evidence in support of the District Plan moving forward to Examination.

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

- Duty to Co-Operate Update Report (District Planning Executive Panel, 10th September 2015)
- Duty to Co-Operate Update Report (District Planning Executive Panel, 8th December 2014)
- Duty to Co-Operate Update Report (District Planning Executive Panel, 22nd October 2014)
- Duty to Co-Operate Update Report (District Planning Executive Panel, 16 January 2014)
- Duty to Co-Operate Update Report (District Planning Executive Panel, 3rd December 2013)
- Duty to Co-Operate Update Report (District Planning Executive Panel, 25th July 2013)
- 'The Duty to Co-Operate' and East Herts District Plan (District Planning Executive Panel, 28th November 2012)

All reports may be accessed at:

<http://online.eastherts.gov.uk/moderngov/mgCommitteeDetails.aspx?ID=151>

Contact Member: Cllr Linda Haysey – Leader of the Council
linda.haysey@eastherts.gov.uk

Contact Officer: Kevin Steptoe - Head of Planning and Building Control
01992 531407
kevin.steptoe@eastherts.gov.uk

Report Author: Chris Butcher - Principal Planning Policy Officer
chris.butcher@eastherts.gov.uk

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	None
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	Failure to adequately meet the Duty to Co-operate may leave the Council open to challenge at the District Plan Examination.
Health and wellbeing – issues and impacts:	The emerging East Herts District Plan in general will have positive impacts on health and wellbeing through a range of policy approaches that seek to create sustainable communities.

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East Herts District Council – Broxbourne Borough Council

Meeting Notes

Date/time: Tuesday 11th November 2014, 10am

Venue: Broxbourne Borough Council Offices, Churchgate, Cheshunt

Attendees:

East Herts District Council

Cllr Mike Carver (MC) Executive Member for Strategic Planning and Transport

Kay Mead (KM) Senior Planning Officer, Planning Policy

Chris Butcher (CB) Senior Planning Officer, Planning Policy

Broxbourne Borough Council

Cllr Jim Metcalf (JM) Cabinet Member for Planning and Regeneration

Richard Grove (RG) Interim Planning Policy Manager

Vicky Forgione (VF) Planning Policy Officer

Meeting Notes:

Housing Target and Sites

1. CB indicated that the East Herts Preferred Options District Plan contained a housing target of 15,000 dwellings to be provided over the plan period up to 2031. The Plan includes a number of proposed allocations and also identifies the location of three Broad Locations for Growth. The Broad Locations (East of Welwyn Garden City, North and East of Ware and the Gilston Area), will be allocated and removed from the Green Belt through a separate Development Plan Document (DPD) following adoption of the District Plan. An updated Strategic Housing Market Assessment is currently being prepared by consultants on behalf of East Herts, Uttlesford, Epping Forest and Harlow Councils.
2. Following a question by JM, MC indicated that Epping Forest District Council had not approached East Herts about taking any of its unmet housing need. MC stated that it was necessary for East Herts to allocate sites for development in the Green Belt in order to help meet its Objectively Assessed Housing Need figure. The Council was not currently able to demonstrate a 5 year supply of deliverable sites and was therefore seeking to progress work on the District Plan as quickly as possible.
3. CB advised that within the adopted Local Plan 2007, Stanstead Abbots and St Margaret's was identified as a main settlement while Hertford Heath was a Category 1

village. Within the emerging District Plan, both settlements had been identified at Group 2 villages which would only allow infill development within the settlement boundaries. MC advised that it was important to maintain the current gap between Stanstead Abbots and St Margaret's and Hoddesdon. RG indicated that Broxbourne supported this approach.

4. VF stated that Broxbourne Council has identified a housing need figure of 300 dwellings per year which is approximately the same as the need arising from the official CLG population projections. RG indicated that the Council would include a 5% buffer of deliverable housing sites within the Local Plan as it considered that there had not been a persistent under delivery of housing in recent years within the Borough. RG advised that the Strategic Housing Land Availability Assessment (SHLAA) suggested that there is capacity for approximately 2,000 dwellings within the existing urban area. There was therefore a residual requirement to deliver approximately 2,800 dwellings within the Green Belt. The 'High Leigh' development in Hoddesdon, comprising around 525 dwellings, was recently approved (subject to S.106) and had not been called in by the Secretary of State. Broxbourne Council is continuing to assess a number of areas of search in order to identify sites that may be suitable for Green Belt release. It is intended that a period of public consultation will be undertaken on a draft Local Plan in early 2015.

5. VF indicated that Broxbourne is unlikely to be in a position to accept unmet housing need from other authorities as this would result in a very substantial impact on the Green Belt and the overall character of the area. However, the Council did expect to meet its Objectively Assessed Housing Need figure within its own boundaries. Similarly, MC indicated that East Herts should be able to meet its own housing needs. JM asked whether East Herts intends pursuing development in the Gilston area. MC confirmed that the draft District Plan included a figure of 3,000 dwellings in that area to be delivered towards the end of the plan period, and that there was potential for further development beyond 2031. MC indicated that there were significant challenges to overcome with each of the Broad Locations in terms of infrastructure. KM suggested that the major issue with development to the North and East of Ware was the need for a link road and the impacts of additional generated traffic on the existing road network, especially the High Street. The draft District Plan identified that the area could deliver between 200 and 3,000 dwellings. The results of ongoing transport modelling work would be used to refine this figure further although it is likely that at least 2,000 dwellings would be required to make the scheme viable.

Employment Strategy

6. RG suggested that Broxbourne were seeking an ambitious level of employment growth over the plan period through the provision of 7,000 – 7,500 jobs. The aim was to reduce out commuting while providing high skill, high value employment in the Borough. The strategy included maintaining existing employment areas and implementing improvement plans where necessary (for Hoddesdon, Cheshunt and Waltham Cross). The Park Plaza development would deliver significant new employment space and the Council is also searching for appropriate locations for new employment space along the A10 corridor to deliver its target.

7. CB indicated that the draft East Herts District Plan included a target of 9,700 jobs over the Plan period. A study undertaken for the Council by DTZ in 2012 indicated that there would be growth in small to medium sized businesses but very limited growth in larger businesses. Given the rural nature of the District, East Herts had always relied on neighbouring areas, such as Stevenage and Harlow, to help meet the employment and retail needs of its residents beyond that provided in the district. The DTZ study acknowledged that this was likely to remain the case in future. Bishop's Stortford was regarded as the most appropriate location for new employment provision due to its proximity to strategic transport links, particularly Stansted Airport and the M11. A total of 11-13 hectares of new employment land would be delivered over the plan period.
8. MC commented that, while the traditional rural economy has been in decline, opportunities have arisen which have provided opportunities for SMEs in such locations.

Retail Strategy

9. KM advised that Peter Brett Associates (PBA) had been commissioned to undertake a 'critical friend review' of East Herts Council's retail strategy. The resulting preliminary advice suggests some limited modifications to the existing approach, including the possibility of re-examining the functions of primary and secondary shopping frontages in some areas. PBA identify the regeneration of Hertford town centre, and Bircheley Green shopping centre in particular, as a key issue to be addressed. East Herts Council will be working with Hertford Town Council and HCC as Highway Authority in this regard. MC indicated that a planning application had been received for a proposed development of a new food store at Van Hage's garden centre in Great Amwell. JM stated that Broxbourne had concerns about the potential impact of a new food store in this location on Hoddesdon town centre which had been subject to significant investment and regeneration in recent years.
10. JM stated that Broxbourne Council is looking to prepare a strategy to facilitate the enhancement of the Brookfield shopping centre, although there were currently no details regarding how this might be achieved. VF advised that a Hoddesdon Town Centre Strategy had been prepared and that a similar strategy for Waltham Cross was currently in draft form. There was also an aspiration to create strategies for Cheshunt district centre and other local parades in the Borough. White Young Green had been commissioned to prepare an updated retail study which, among other things, would assess the level of need for additional floorspace.

Transport

11. KM indicated that the capacity of the A414 across the south of the district was a key issue for East Herts as well as the impact of development in the Gilston Area on the M11. The VISUM transport modelling work that was underway covered a wider geographical area than previous work, and included the A414 as far as Hertford. The results of this work are anticipated in due course. KM further advised that Hertfordshire

County Council had undertaken a study to look specifically at potential online options to increase capacity of the A414 through Hertford. The study had concluded that any improvements to key junctions would be costly and disruptive and that any subsequent extra capacity would be taken up by existing latent demand.

12. VF advised that JMP had been commissioned to undertake transport modelling for Broxbourne Borough and that a number of traffic counts were currently underway in different locations. Four different scenarios were to be modelled which would assess the current base position as well as future projections based on different growth options. It was envisaged that a number of local routes would be put under stress by future development. Following completion of the initial modelling work, a further study would be undertaken to assess how upgrades to the road network could be implemented. VF confirmed that the modelling work would take into account proposed growth in neighbouring local authority areas. RG suggested that the impact of growth on the A10 was the key issue as, no matter where development was directed within the Borough, most traffic tended to end up on the A10. It was agreed that additional work would need to be carried out to identify measures that would need to be put in place to inform Delivery Plans. JM also raised a concern that potential improvements to the A10 were often given less priority than other routes and suggested that local authorities in the area should work with the Hertfordshire Local Economic Partnership to secure future funding.
13. KM referred to the Crossrail 2 proposal which was due for completion in 2032. East Herts supported the principle of establishing the route and the option of terminating the line at Cheshunt or Broxbourne stations. In respect of proposals to terminate the line at Hertford East station, EHC has concerns as crossing the Meads between Hertford and Ware would present a significant issue due to environmental and flood constraints and the length of single track and the availability of only one platform at Ware station could pose difficulties in terms of passenger capacity at the station in peak periods. KM indicated that, if the line were to terminate at Hertford East, it should be to support East Herts residents getting into London to work and not the other way round, as there would be few employment opportunities in the District to cater for a potential increase in commuters from other areas and the road network is already heavily congested at peak times.
14. RG suggested that Broxbourne Council supported Crossrail 2 as it would assist in supporting employment growth in the Borough. However, it was a concern that terminating the line at either Cheshunt or Broxbourne would result in significant additional pressure on those stations, particularly with regards to car parking. KM suggested that this could also lead to a situation where the Hertford East branch line was given even less priority than is currently the case, which should be avoided.

Gypsies and Travellers and Travelling Showpeople

15. KM advised that East Herts had completed two studies concerning Gypsies and Travellers and Travelling Showpeople; an Accommodation Needs Assessment (ANA) and an Identification of Potential Sites Study (IOPS). The ANA identified a need for 12 Gypsy and Traveller pitches in the District up to 2031, with 7 pitches to be provided in the first five years of the Plan, and 5 Travelling Showpeople plots to 2031. The IOPS

report was not able to identify any options for meeting this need beyond the Green Belt. There could be potential solutions within the Green Belt by allocating sites that are currently unauthorised or including some provision within the proposed allocated sites or, longer term, within the Broad Locations for Growth. However, the ANA had identified a need for one of the five Travelling Showpeople plots to be delivered within the first five years of the plan period, and the IOPS study had not been able to identify any possible locations to meet this need within that timeframe. KM therefore requested, under the auspices of the Duty to Co-operate, whether Broxbourne Council would be able to accommodate this need. RG responded by suggesting that Broxbourne Council had commissioned a GTAA study and that it had identified a need of between 4 and 7 Travelling Showpeople plots in the Borough. It was agreed that, while at this stage no agreement on any Duty to Co-operate arrangements could be made in respect of either Gypsies and Travellers or Travelling Showpeople at this stage, discussions would continue between the two authorities.

16. With regard to Gypsy and Travellers, RG indicated that the GTAA had identified a requirement of 31 pitches over the plan period. The need arises from a combination of household growth and an existing unauthorised site at Wharf Road. Broxbourne Council is currently undertaking assessments in order to find a suitable alternative site to meet this need.

Environment

17. CB indicated that the emerging East Herts District Plan included a policy regarding the Lee Valley Regional Park which had the support of the Regional Park Authority. A wider issue affecting the area was the potential impact of growth on Epping Forest and this was being addressed through the Co-operation for Sustainable Development group.
18. JM outlined the fact that the Lee Valley Country Park, which forms part of the Regional Park, should be promoted as a tourist destination.

Infrastructure

19. KM advised that, apart from the transport issues discussed earlier in the meeting, education provision was the other key issue for East Herts and that discussions were ongoing with the County Council in order to understand how the needs arising from new development could be met across the plan period within specific schools planning areas. In order to support the delivery of the proposed allocated sites and Broad Locations within the draft District Plan, PBA had been appointed to prepare a Delivery Study which will form part of the Plan's evidence base. The study will assess the overall deliverability of the development strategy and will therefore address education as well as other key issues such as health and the Community Infrastructure Levy, etc.

Evidence Base

20. RG advised that the retail study and GTAA which were currently being prepared will be made public in due course. KM advised that all of the technical studies undertaken to

support the emerging District Plan are available on the Council's website, along with information regarding specific sites. Any developer meetings undertaken or information received from developers is available, except where it concerns financially confidential or other sensitive material, to ensure transparency of process.

Memorandum of Understanding

21. KM presented an example of a Memorandum of Understanding (MoU) which had been signed by both East Herts and Uttlesford District Councils. The MoU identifies the strategic issues which need to be discussed and the way in which the authorities will work together to address the issues. KM suggested that it would be helpful if a similar MoU could be agreed between East Herts and Broxbourne Councils. JM, RG and VF indicated that they would support this approach. KM stated that a draft MoU would be prepared and sent to RG and VF for consideration.

Any Other Business

22. There was no further business and the meeting was therefore closed.

Broxbourne Borough Council – East Herts District Council

Duty to Co-operate Meeting Notes

Date/time: Thursday 29th January 2015, 1.30pm

Venue: Broxbourne Council offices

Attendees:

Broxbourne Borough Council:

Doug Cooper (DC) Head of Planning and Development

Richard Grove (RG) Interim Planning Policy Manager

Vicky Forgione (VF) Planning Policy Officer

Cllr J Metcalf (JM) Cabinet Member for Planning and Regeneration

East Herts Council:

Kay Mead (KM) Senior Planning Policy Officer

Isabelle Haddow (IH) Planning Policy Officer

Cllr Mike Carver (MC) Executive Member for Strategic Planning and Transport

Cllr Linda Haysey (LH) Executive Member for Health, Housing and Community Support

Meeting Notes:

The prime purpose of the meeting was for Broxbourne to outline the key proposals which will be set out in the forthcoming draft Local Plan which will cover the period 2014-2030. East Herts Draft District Plan was discussed at the previous meeting on 11 November 2014 and the key proposals are summarised in the note of that meeting.

Timetable:

Broxbourne Council is currently looking to present the Local Plan, which will contain strategic policies and site allocations, to 24 March Cabinet with consultation likely May/June 2015.

East Herts is considering responses to draft District Plan consultation and awaiting results of technical studies prior to consultation mid-2015.

Housing target and sites:

Broxbourne Council is planning to provide just over 5,000 homes to 2030. This includes a 5% buffer. Approximately 2,200 will be in the urban area, with the remainder in the green

belt including one large strategic site for 1,800 homes at Brookfield Park, High Leigh Garden Village in Hoddesdon and a number of smaller green belt sites. The Council will be looking to provide approximately 200 homes on green belt sites in the Goff's Oak area to help satisfy a shortfall of housing. This will be mostly concentrated around Goff's Oak Village but Broxbourne Council is also investigating the potential of a site on the edge of Cuffley, both within Welwyn Hatfield and Broxbourne boundary.

No sites raise any cross boundary issues except for the general issue of traffic on the A10 and any issues arising from drainage into the Rye Meads sewage works. East Herts did not raise any concerns over specific proposed site allocations and MC welcomed the approach being taken by Broxbourne in that it provided certainty over proposed scale of development.

Gypsies and Travellers

Broxbourne Council's evidence, yet to be adopted, identifies the need for 31 pitches up to 2030. These will be provided through the expansion of existing sites and through the provision of a new site in order to relocate residents with a local connection who currently reside at an illegal encampment at Wharf Road, Wormley. Possible site identified at Church Lane, Wormley. Showperson needs will be met through expansion of existing sites and the possibility of an additional site. The authorities will continue to co-operate as agreed at the previous meeting to plan for the required additional provision across the two authorities.

East Herts has established a Member/Officer Working Group with the purpose of identifying Gypsy and Traveller pitches and Travelling Showpeople's plots for inclusion in the District Plan. For Travelling Showpeople, this will be for years 5-15. It was agreed that, while at this stage no agreement on any Duty to Co-operate arrangements could be made in respect of either Gypsies and Travellers or Travelling Showpeople at this stage, discussions would continue between the two authorities.

Employment

Broxbourne is looking to provide high-value jobs, increase skills levels and reduce out-commuting as part of its overall employment strategy. The Borough's housing target would generate 5,700 jobs but the Council has identified enough land and potential to provide up to 7,500 jobs. This includes job provision at Brookfield where there is capacity for 47,000 sqm gross of commercial and civic office floorspace as well as retail jobs. The draft Local Plan will also identify Park Plaza West for a major single occupier, i.e. land on the opposite side of the A10 to the News International building. The Council will also be supporting job provision at existing employment sites including Delamare Road employment area, in town centres and at Park Plaza North which is already allocated (north of News International).

The position for East Herts remains the same as at the last meeting.

Retail

Broxbourne is supporting the redevelopment and enhancement of its town centres through Town Centre Strategies but they do not have the capacity to accommodate the scale and quality of development which it is considered is needed to meet future retail needs and claw back expenditure which leaves the Borough for retail and leisure provision. The Council is therefore still pursuing proposals to improve and extend comparison retail and leisure provision at the Brookfield Centre. White Young Green has been appointed to undertake new retail evidence for the Local Plan. Until this is completed, the Council will be looking to provide through the Local Plan, 28,000 sqm net of retail floorspace and 10,000 sqm net of leisure floorspace at Brookfield based on previous evidence. This is a reduction on the level of development which was proposed in the Council's Core Strategy. The Brookfield area will also now look at providing commercial floorspace (set out above) which will include office uses and civic facilities as well as a new garden village to provide a mixed use development which will address concerns raised by the Inspector whom presided over the Core Strategy Public Examination. There was a brief discussion on the Brookfield proposals which did not cause any initial concerns to East Herts.

East Herts detailed its plans to bring forward a Hertford Town Centre Urban Design Strategy and was in the process of appointing consultants to carry out this initiative, which would involve joint working with HCC and Hertford Town Council.

Transport

Broxbourne Council is using the East London Highway Assignment Model prepared by TFL for modelling development scenarios on the Borough's network. This model has been fed with East Herts development assumptions and sites. The Council's biggest issue will be the A10 corridor. The Council will share the findings with East Herts and it was agreed that the two Councils will need to work together to progress solutions to transport issues. East Herts is awaiting results from the VISUM transport modelling which will inform the Infrastructure Delivery Study.

Broxbourne Borough Council supports Crossrail 2 up to Broxbourne Railway Station and 4 tracking of the West Anglia Mainline. East Herts also supports the need for improved rail services through to Hertford East on the Greater Anglia route. While it is supportive of 4 tracking and the principle of Crossrail 2, it does not necessarily support extending Crossrail 2 services as far as Hertford or Ware due to existing physical and environmental constraints and the inability to accommodate the potential increase in development that a terminus station may incur. However, it is vital that existing service frequency is maintained and preferably enhanced beyond two trains per hour on the branch line. Broxbourne also outlined the idea of a new express bus service along the A10 which could also extend north into East Herts. This would aim to link key sites such as High Leigh, Brookfield and Park Plaza and provide an alternative to the car to reduce congestion on the A10. East Herts would welcome such a service and asked that it should extend as far as Hertford and Ware.

Infrastructure

Broxbourne Council continue to hold discussions with infrastructure providers and information will be included in the draft Local Plan on provision of services to support development. Provision is being made in the Plan for a significant increase in primary school places and a site at Church Lane, Wormley is likely to be allocated for a new 6 form of entry secondary school. East Herts has appointed Peter Brett Associates to advise on its Infrastructure Delivery Plan. Broxbourne will prepare an Infrastructure Delivery Plan and CIL charging schedule in parallel with work on the Local Plan with a view to submitting all documents, plus Development Management Policies, for submission late 2015.

The only anticipated cross boundary issue (apart from transport and Travelling Showpeople) concerns foul water drainage and the capacity of Rye Meads to accommodate additional development. Broxbourne to contact Richard Reeve at Thames Water for further advice.

Evidence Base

East Herts evidence base is available on its website.

Broxbourne Council will be looking to complete the Gypsy and Traveller Study, Transport work, retail work and SA Appraisal prior to publication of Local Plan. A number of documents prepared by officers have also been undertaken to support the Local Plan e.g. a Strategic Green Belt Review, masterplan options documents and a SLAA. These will all be published in parallel with consultation on the draft Local Plan.

Memorandum of Understanding

East Herts had circulated in advance a draft Memorandum of Understanding which provides a framework for identifying and progressing cross-border issues, areas of joint agreement and issues that need further work. Broxbourne supported this and will provide some comments on the draft.

Duty to Cooperate Meeting with Broxbourne Borough Council

Date: Tuesday 12th January 2016

Venue: East Herts District Council Offices

Time: 13:00 -15:00

Present:

Cllr Jim Metcalf (JM) – Broxbourne Borough Council

Cllr Paul Seeby (PS) – Broxbourne Borough Council

Douglas Cooper (DC) - Broxbourne Borough Council

Martin Paine (MP) - Broxbourne Borough Council

Cllr Linda Haysey (LH) - East Herts District Council

Kay Mead (KM) – East Herts District Council

Chris Butcher (CB) – East Herts District Council

George Pavey (GP) – East Herts District Council

1. Introductions;

2. Brief summary of progress on Local Plan/Housing

- 2.1 **Broxbourne** - Broxbourne published a Duty to Cooperate Framework document in October 2015 which will act as a basis for the emerging Local Plan. The proposed timetable for the Local Plan was outlined. Following further evidence gathering, it was envisaged that a Regulation 18 (Preferred Options) consultation would take place in the summer. The level of housing need, just over 7,000 dwellings (7165 minus last year's completions), has been based on an updated SHMA being undertaken by Justin Gardner Associates, which will be published soon. The Framework document identifies that the Borough has capacity to provide for 6,000 dwellings. On this basis, Broxbourne previously wrote to neighbouring authorities, including East Herts, to seek assistance with meeting some of its housing need. It was noted that while Broxbourne has its own SHMA, it will be important to continue to co-operate fully on strategic issues with neighbouring authorities. It is intended that a Regulation 19 consultation will take place as soon as possible after the Regulation 18 consultation.

East Herts - East Herts is currently intending to undertake a Regulation 19 (Pre-submission) consultation commencing in June/July. The recently published SHMA for the West Essex/East Herts Housing Market Area identifies an objectively assessed housing needs figure for the District of 745 dwellings per annum. This is an extremely challenging figure, and at this stage, it is unlikely that the Council would be able to assist with meeting the housing need of neighbouring authority areas. A meeting with a Planning Inspector has been arranged for late January to discuss key issues. Of particular importance will be the approach to the Broad Locations and the use of the 'Liverpool method' of making up the shortfall of housing delivery over the plan period, rather than applying the 'Sedgefield method' over the first five years.

3. Transport

East Herts – As previously noted, the capacity of the A414 through Hertford is a potential constraint to development. HCC is broadly comfortable with the quantum and location of development in the first 5 years of the Plan. Officers are continuing to work closely with HCC in order to agree an interim position prior to completion of ongoing 'COMET' transport modelling work. The Council is also still awaiting the results of 'VISUM' modelling which is being led by Essex County Council. A brief discussion on Crossrail 2 followed. East Herts is supportive of the route going to Broxbourne but has serious concerns about potentially terminating the line at Hertford East. It is important that four tracking of the West Anglia Main line is provided ahead of Crossrail 2 and that WAML services on the Hertford East branch line are not impacted negatively by the introduction of Crossrail 2.

Broxbourne – The East Herts development strategy will impact on the A10. Modelling work is being undertaken which will consider the impacts of growth in Broxbourne and neighbouring authorities. It was agreed that Broxbourne would contact East Herts to detail information to be provided on likely development locations in order to help inform the modelling. Once the modelling work is complete, funding sources for mitigation measures would need to be considered.

4. Gypsy and Travellers and Travelling Showpeople

Broxbourne – The Council is seeking to provide sufficient sites to meet its own needs. Its assessment of need has identified the need for 31 pitches across the Borough, with 16 of those related to Wharf Road. There is an on-going inquiry with regard to the unauthorised site at Wharf Road, and the implications of the 'Planning policy for traveller sites' revisions could impact on this. The Council also needs to consider the implications of changes to Government guidance. For Travelling Showpeople, it is expected that need could be addressed via the expansion of existing sites. G&T provision is likely to be met via the expansion of existing sites.

East Herts – The Council has commissioned consultants (ORS) to update the previous 2014 G&T accommodation needs assessment study. It is hoped that the Council will be able to accommodate its own need, primarily within the proposed strategic sites.

5. **Employment/Retail Strategy**

Broxbourne – Main employment locations at Brookfield and Park Plaza could impact on the A10. An updated employment needs study is currently being prepared. The retail strategy remains largely the same although Brookfield will now be identified as a mixed use site, with a net increase of 28,000m² retail involving an increase in both convenience and comparison. A new Civic Centre may also potentially feature in the development proposals. A Retail Impact Assessment will be commissioned in due course.

East Herts – Strategy on employment and retail remains largely the same as that identified within the Preferred Options District Plan. The Council has responded to Uttlesford District Council's Local Plan consultation in order to suggest that land adjacent to Bishop's Stortford within the Uttlesford Green Belt could be suitable for employment uses. There will be a need to monitor and consider the future impacts of a continued increase in passengers using Stansted Airport

6. **Infrastructure**

Broxbourne – The Council is looking at the possibility of adopting CIL and it is likely that this will be progressed over the next few months. The Council needs to do further work on capacity of Rye Meads STW to cater for growth.

East Herts – Thames Water has previously stated that Rye Meads has capacity to cater for growth up to 2026 and possibly beyond. The Council has started work on an Infrastructure Delivery Plan which will identify infrastructure requirements and funding sources. The Council is currently assessing the potential benefits of introducing CIL and Members training has been arranged for February.

7. **Environment and Green Belt**

Broxbourne – The Council is looking at the possibility of providing a cycle path along the New River and also identifying a Conservation Area along its route. The Council is currently considering whether an update to the Green Belt Review is required.

8. **Duty to Co-operate**

Both authorities will be using the Planning Advisory Service template for their Duty to Co-operate compliance documents. A draft Memorandum of Understanding, which will identify key strategic cross boundary issues and outcomes will be prepared in due course.

**Draft note from Co-operation for Sustainable Development Member Board
22 September 2015 - Civic Centre, Harlow**

Attendance

Members

Broxbourne BC	Cllr Jim Metcalfe
East Herts DC	Cllr Gary Jones, Cllr Linda Haysey
Epping Forest DC	Cllr Richard Bassett (Chair), Cllr Chris Whitbread, Cllr John Philip
Essex CC	Cllr Kay Twitchen
Harlow DC	Cllr Tony Durcan
Uttlesford DC	Cllr Susan Barker

Officers/others

Brentwood BC	Phil Drane
East Herts DC	Kevin Steptoe, Claire Sime
Epping Forest DC	Glen Chipp, Derek Macnab, Alison Blom-Cooper, Sarah King
Essex CC	Hamish Barrell, Zhanine Smith, David Sprunt
Harlow DC	Graeme Bloomer, Paul MacBride
Herts CC	Paul Donovan
Uttlesford DC	Andrew Taylor
Hardisty Jones Associates	Stuart Hardisty
Opinion Research Services	Nigel Moore

1. Apologies

- Brentwood BC - Cllr Roger McCheyne and Cllr William Trump
- Herts CC - Cllr Ashley

2. Draft notes of meeting of 3 June 2015 – including review of action points

- Cllr Twitchen asked for it to be noted that at the June meeting, regarding item 10, she had also explained that Essex CC officers had previously already held some Duty to Co-operate meetings with Local Authority officers on the 'Revised Preferred Approach' consultation.
- Notes were agreed subject to this amendment.

Matters arising:

- **Publication of notes of Co-op. meetings** – there was a discussion as to how/where the notes of the meetings were/should be published. Uttlesford DC already published the Member Board notes as part of their Working Group reports, as do East Herts DC. All agreed that the notes should be published.
- **Essex CC Waste Plan – Hamish Barrell**
Hamish explained that about 1,000 comments on the consultation had been received, and that Essex CC was working on a Duty to Co-operate programme with various districts. The timetable had slipped, there would not be a Pre-Submission Draft Waste Local Plan by November.
- **M11 Junction 7/7A - David Sprunt ECC**
David Sprunt explained that discussions about improvements to junction 7 of the M11 were ongoing with Highways England. He noted that this was being progressed as a separate scheme to junction 7A. Essex CC was currently considering options for junction 7A and there would be a workshop on this matter with Highways England soon – David expects this to be regarding technical engineering options rather than the 'wider

picture' but if it is the latter, then District Councils will be involved in that workshop. David expected a public consultation on junction 7A to take place in early 2016. There was a discussion about the likely timeframe for junction 7A in relation to the funding programmes of Highways England. It was possible that junction 7A might be moved from 'Road investment strategy 1 (RIS 1)' to 'RIS 2' but this was unlikely to be a big problem as long as it was delivered by about 2020 and was included within Local Plans.

3. West Essex/East Herts Joint Economic Report and SHMA - final reports

- **Joint Economic Report**

Stuart Hardisty of consultants Hardisty Jones Associates presented the headline findings of the report. There was a general discussion about the effects of Stansted Airport's growth on the jobs projections in increasing the overall jobs growth, and in focussing more job creation within Uttlesford district, and also on the recent announcement that Public Health England planned to move some jobs from their Wiltshire site to the former GlaxoSmithKline site in Harlow. It was agreed that the final Joint Economic Report be signed off and that each authority would take it back to their respective Council with a recommendation for inclusion into their evidence bases.

- **Strategic Housing Market Assessment (SHMA)**

Nigel Moore of consultants Opinion Research Services presented the headline findings of the report. There was a general discussion about the advantages of using a 10 year trend for housing need projections, about the SHMA's inclusion of a 20% uplift on the baseline projections for 'market signals', and about the scrutiny of SHMAs at Examination in Public. It was agreed that the final SHMA be signed off and that each authority would take it back to their respective Council with a recommendation for inclusion into their evidence bases. A draft joint statement from the 4 West Essex/East Herts authorities had been prepared and circulated before the meeting – it was agreed that this could be used by the 4 authorities to communicate the finalisation of the SHMA and Joint Economic Reports to the press.

4. London Stansted Cambridge Consortium – proposals for workshops

Andrew Taylor referred to the note circulated from John McGill (LSCC) which had been sent to Chief Executives of the West Essex/East Herts authorities. The LSCC was keen to work with the 4 authorities, and with Essex and Herts County Councils, on developing a vision and wider 'growth plan' for the area, which would feed into the LSCC's growth commission. The intention is for this work to involve Chief Executives as well as key politicians. There was a general discussion about the merits of working together in this way, albeit that it must be ensured that work being done by the Co-op. Board already is not duplicated. It was agreed that workshops would proceed in that manner.

5. Verbal update on Strategic Options around Harlow – work with AECOM

Alison Blom Cooper noted that officers from the West Essex/East Herts authorities had been working with consultants AECOM on potential strategic options for growth around Harlow, to ensure that these matters are handled in a coherent way across boundaries. This includes considering what might need to be run through transport modelling to assess likely effects.

6. A.O.B.

None.

7. Dates of next meetings (already booked):

- 26 October 2015 – 6.30pm Harlow DC
- 4 December 2015 – 6.30pm Harlow DC
- 18 January 2016 - 6.30pm Harlow DC
- 7 March 2016 - 6.30pm Harlow DC
- 19 April 2016 - 6.30pm Harlow DC

**Draft note from Co-operation for Sustainable Development Member Board
26 October 2015 - Civic Centre, Harlow**

Attendance

Members

Broxbourne BC	Cllr Jim Metcalfe
East Herts DC	Cllr Gary Jones, Cllr Linda Haysey
Epping Forest DC	Cllr John Philip (Chair)
Essex CC	Cllr Kay Twitchen
Harlow DC	Cllr Tony Durcan, Cllr Jon Clempner
Uttlesford DC	Cllr Susan Barker
Redbridge	Cllr Helen Coomb

Officers/others

East Herts DC	Kevin Steptoe, Claire Sime
Epping Forest DC	Alison Blom-Cooper
Essex CC	Zhanine Smith, David Sprunt
Harlow DC	Paul MacBride, Vicky Forgione
Herts CC	Paul Donovan
Uttlesford DC	Andrew Taylor
LSCC	John McGill
Broxbourne BC	Douglas Cooper

8. Apologies

- Epping Forest DC – Cllr Chris Whitbread, Cllr Richard Bassett
- Brentwood BC - Cllr William Trump
- Herts CC - Cllr Derrick Ashley

9. Draft notes of meeting of 22 September 2015 – including review of action points

- Notes were agreed.

Matters arising:

- None

10. London Stansted Cambridge Consortium – growth commission/future workshop

• **Growth Commission**

A short briefing note was circulated by John McGill. A Growth Commission has been established – this consists of a group of independent minded people to look at the corridor between London, Stansted, Cambridge and Peterborough to consider whether there is economic growth potential. Evidence gathering and hearings will be held by the Commission this year and early next and will be open to the public although not publicly advertised. Report to be launched at conference next June.

- **LSCC Central** - (Harlow, Epping Forest, East Herts and Uttlesford Districts)
Proposal to hold a workshop to look at the vision for this part of the area for Leaders and Chief Executives – date now set for 2 December 2015 – aim is to get senior officers, members and LEPs to look at the vision and the potential infrastructure needs for the area to deliver growth
- **Other work ongoing** through the West Anglia Task Force, Crossrail 2 Task Force and Outer London Commission – although focus on rail also looking at road case.
- **Broxbourne** questioned why they were not part of the workshop – John explained that this was because they were not part of the core SHMA area

- **Timescale** - East Herts expressed concern that any work undertaken as part of the LSCC should not affect their timescale for preparation of the Local Plan and also officers should not be deflected from the main task of preparing the plan

11. Highways update/Highways England's approach to funding for junction 7/7A

- David Sprunt reported that there had been some progress – had further discussions with Highways England re the £50million allocation. It is now clear that this is for Junction 7. Highways England now have a 5 year plan (RIS1) and have only just started looking at improvement works at Junction 7 and currently at Stage 0 so somewhat behind where Essex CC are with proposals for junction 7A which is at Stage 2/3. Essex CC has made the case to Highways England that they should continue to progress Junction 7A and there is full commitment at the County to do that. The key issue is the funding of Junction 7A – bid to SELEP is a possibility but won't allocate until we have received agreement at the planning stage – this is about a year away. Potentially we could also secure some contribution from developers. However this is likely to leave a funding gap which would require some forward funding. So ECC looking to Highways England for funding – would want to get in bid for November 2017 for RIS 2 funding. It was felt that there should be coordinated lobbying from all the local authorities affected to push for funding from RIS 2. Essex CC happy to lead this.
- Not clear what capacity improvements to Junction 7 will give in terms of future growth prior to bringing Junction 7A on stream. Uttlesford wanted Junction 8 to be included in the discussion. Essex CC have concerns around whether it would be better to bring 7A forward first – clear that need both improvements to J7 as well as 7A. It is not clear yet from the modelling what growth improvements to J7 alone would support. For the modelling work ECC have used the SHMA figures as a starting point for testing and made certain suppositions as to where growth could go from the evidence base. Can run further scenarios when we have completed the first run and seen the outputs.
- Officer group will meet to discuss outputs from the modelling work being undertaken to consider strategic options around Harlow (being facilitated by AECOM) towards the end of November and will then bring that back to the next meeting of the Board.
- ***The Board agreed that there should be a coordinated sign up to the same message from the Board and others and important that the £50 million funding from RIS 1 is used to best effect.*** To be looked at further at a future meeting

12. West Essex/East Herts growth and Strategic Options work around Harlow

- Officers are continuing to work together and with ATLAS to consider and test various options around Harlow for growth. The Board had previously discussed and agreed the appointment of a strategic sites co-ordinator via funding from DCLG at its meeting on 3 June 2015. This has now been advertised and the closing date is Friday 30 October. It is hoped that there will be sufficient interest to make an appointment, but otherwise alternatives will need to be sorted.
- East Herts DC are proposing to take options to members in spring 2016 based on evidence collected and wouldn't want this work to hold up the process.

13. Uttlesford DC's Issues and Options consultation

- Uttlesford are currently consulting on their issues and options with comments invited by 4 December 2015. The consultation sets 19 questions around issues and options and focuses on areas of search/scenarios, policy off in terms of approach. There are 9 scenarios; testing at SHMA levels and 750 per year, some have come forward through call for sites and others not.
- Green Belt review – submissions received today and consultants to be appointed
- Highways consultant and Employment Land Reviews are also about to be commissioned.

- Two outstanding appeals have been with the Planning Inspectorate for a year – one in Dunmow and one in Elsenham with no time lines for decision.

14. Broxbourne BC Duty to Co-operate document

- Douglas Cooper explained that on 20 October 2015 the Cabinet approved the framework for the future development of the Borough which shows the Council's proposed direction of travel. The Local Plan in preparation will not include DM policies, CIL or IDP which will come later. The current timetable is that the Draft Local Plan is due to go to Cabinet in January 2016 and then out for a Regulation 18 consultation for 2 months.
- The Council completed their SHMA in 2013 and this has since been updated to provide the current OAN – number is around 7,000. Have a draft GB review which will be completed shortly and published with draft local plan. Employment evidence is in preparation and retail evidence is now completed and on website. Transport assessment completed in draft and can share – options assessment mostly completed.
- Level of growth proposed is for 6,000 new homes and 7,500 new jobs, new shops at Brookfield and leisure, one secondary and eight primary schools. So 1,000 short in terms of homes – so want to discuss with the Co-op authorities whether or not this group of authorities can help to meet this shortfall. Urban area capacity 2,760 homes, Green Belt around 3,300 new homes and Green Belt also main area for employment allocations. Proposed to allocate 11% of current GB – can't yet share GB review. 89% GB retained.
- Number of strategic development sites included in the framework
- Consultation – revised document will be circulated this week following changes made by Cabinet and the Council propose to hold individual discussions with authorities. Need to discuss housing provision and gypsy/traveller provision through duty to cooperate discussions. Will be looking at current needs assessment to see whether it needs to be refreshed in the light of new guidance.

15. A.O.B.

None

16. Dates of next meetings (already booked):

- 4 December 2015 – 6.30pm Harlow DC – agreed that authorities would be consulted as to whether this date is practical and if so should the start time be brought forward.
- 18 January 2016 - 6.30pm Harlow DC
- 7 March 2016 - 6.30pm Harlow DC
- 19 April 2016 - 6.30pm Harlow DC

Co-operation for Sustainable Development Member Board

4 December 2015 5pm-6pm
([Civic Centre, Harlow](#))

Note of meeting

Attendance

Members	Officers	Representing
Cllr Richard Bassett (chair) Cllr John Philip	Derek Macnab Amanda Thorn	Epping Forest DC
Cllr Susan Barker	Andrew Taylor	Uttlesford DC
Cllr Kay Twitchen	David Sprunt Zhanine Smith	Essex CC
Cllr Helen Coomb		LB Redbridge
Cllr Linda Haysey	Liz Watts Kevin Steptoe Claire Sime	East Herts DC
Cllr John Clempner Cllr Danny Purton	Graeme Bloomer	Harlow DC
Cllr Jim Metcalf	Martin Paine	Broxbourne BC
	Roger Flowerday	Herts CC
	John McGill	LSCC

17. Apologies

Cllr Derrick Ashley Herts CC
Cllr Chris Whitbread Epping Forest DC

18. Draft notes of meeting of 26 October 2015 – including review of action points

Agreed. Further update provided on J7/J7a/J8 of the M11 later in the meeting.

19. Report back from LSCC Visioning Workshop on 2 December 2015 and follow up

Overall there was good attendance from Districts, Counties and the Herts Local Enterprise Partnership, and this proved to be a good forum for initial strategic discussions.

There was common agreement on the key elements that could form a vision for the broad area, including the “big ticket” infrastructure items. This debated previously known issues around road and rail infrastructure, and an acceptance that these matters can and should be considered in a wider context. There was a recognition that a joint strategic vision was likely to be useful, but that any such vision work must not cause any delay to preparation of Local Plans.

The LSCC have undertaken to prepare a short narrative to provide a strategic overview of Local Plan work, and help set a context for future visioning and potentially lobbying for additional funding.

Councillors commented that it may be appropriate to focus on areas of potential economic development, but this must recognise the differences between areas e.g. Broxbourne and

East Herts areas are characterised by small/medium enterprises, whereas Harlow has an active Enterprise Zone. There will be a need to commit to growth in employment and housing when making a case for funding for large scale infrastructure. Whilst recognising the benefits of coordinated approaches to such matters, it is clear this cannot be allowed to cause any delay to emerging Local Plans.

A key point was made that a consistent group of Members which meet to discuss the cross boundary planning and infrastructure issues is important to ensure any momentum is not lost, and consensus may be more easily achieved.

It was reflected that Broxbourne BC & Harlow DC have some commonalities, and it may be that a case could be made that Crossrail 2 could extend to Harlow or even Stansted Airport, to spread the benefits of new rail infrastructure. More joined up thinking is to be welcomed, as it opens up new options.

Three key questions were introduced at the workshop:

- First, how do we strengthen and achieve buy-in on *a vision for the economic potential of the wider area which reflects the key priorities for each of the districts but also the give and take needed* to make this work for a larger area;
- Second can we *get real value from that vision in gearing up shared planning work looking at growth options, serious work on infrastructure involving the counties*, and that will help you manage the issues which are already evident in your local plan work;
- Thirdly *what governance is needed to make this type of partnership work* so that each member's position is safeguarded while creating *an alliance* that will be far more effective than each trying to influence the agenda individually.

Action LSCC to prepare and circulate a draft note of the meeting in early January 2016. The LSCC will continue to offer support in matters of strategic infrastructure and growth delivery matters.

20. Potential for joint response on Crossrail 2 consultation

The current consultation on Crossrail 2 is open until 8 January 2016
(<http://crossrail2.co.uk/consultation/>)

A discussion at the recent Officer meeting of the group considered whether there was any merit in preparing a joint response that may carry more weight. It is accepted there are some areas of differing opinion, but Members of the Board are asked to consider whether they would support a statement of common themes being submitted on behalf of the Board.

It was considered that there may be areas of common ground, particularly relating to support for four tracking of the West Anglia line, overall improved access to sustainable transport modes and improved frequency of service.

Action EFDC officers to take an overview of individual organisation responses, and consider whether there may be merit in an additional joint response (noting the short deadline following Christmas)

21. Enfield NGAP Baseline Study and engagement with Co-op Board

The Northern Gateway Access Package (NGAP) project is being pursued by LB Enfield. This is a package of measures intended to alleviate congestion in Brimsdown, a key employment area in the north east of LB Enfield. There have been previous proposals for a Northern Gateway Access Road (NGAR) linking north east Enfield and Waltham Abbey (EF District), which have previously been refused planning permission following lengthy public inquiries. More recently, LB Enfield have sought to reintroduce the possibility of a new road link as part of a package of measures, as part of their North East Enfield Area Action Plan. Following objection by Essex CC, Epping Forest DC, the City of London Corporation and others, the reference has been removed. Objections were made on the basis that any evidence base to support the possibility of a new road link had not been prepared, and such a reference was inappropriate and premature. Transport modelling work, including consideration of accessibility to public transport and options to improve this, is currently underway.

There is a concern that LB Enfield are not engaging fully on a strategic cross boundary matter, which has potential implications on the M25 and A10, and possibly further afield. LB Enfield are part of the core Cooperation for Sustainable Development group, but have shown some reluctance to attend.

It was agreed that Glen Chipp, as chair of the officer group, would write to LB Enfield to express concern around this matter and encourage attendance.

Action Copy of letter sent to be circulated to Members.

22. Highways update/Transport modelling

ECC officers provided an update on transport modelling matters relating to the M11.

A further meeting has been arranged between ECC and Highways England in January 2016 to progress modelling and planning for improvements to J7.

A first model run testing J7a has been completed. This has tested initially at a growth rate of 10,000 homes in and around Harlow over the period to 2033, although accepting that to meet the OAN shown by the SHMA that higher growth rates (up to approximately 15,000) may need to be tested. This initial model run has identified a significant issue at J8, which has proved to be more congested than anticipated. Growth inputs take into account recent forecasts for passenger growth at Stansted Airport, up to the limit of the planning permission in place (35 million passengers per annum). These forecasts indicate more growth in peak hour travel to Stansted than had been previously forecast, which suggests that J8 will be significantly over capacity much sooner than expected.

ECC are now considering the full programme of further testing, and have established a further team to resource Local Plan preparation.

Queries were raised around the likelihood of funding being secured in the short to medium term for substantial improvements to J7 and J8, in addition to a new junction at J7a.

Up to £50m is currently available through Highways England RIS1 for J7. An indicative total for J7a could be around £65m, although this figure can only be an estimate at this stage. Interim improvements at J8 have been identified that would cost around £5m, but it is possible a much more substantial intervention will be needed in due course. Further

sensitivity testing is needed around phasing of junction improvements i.e. it may be possible that not all improvements are required at the same time, which could then feed into further RIS cycles.

It was queried whether Manchester Airports Group (owners of Stansted Airport) could be expected to fund some further improvements. It may be possible, but it is also likely that the scale of improvements that would be needed in the long are beyond what could be expected of MAG. Central government funding is likely to be needed.

There is a perception that access to the service station area is a key problem. Uttlesford DC has previously refused a planning application for an additional access to the rear of the services. It may be this matter could be considered again, depending on the outcome of the Green Belt Reviews in both Uttlesford DC and East Herts DC. Essex CC have met recently with the operators of the service area, and it appears there could be a technical solution to creating a further link to the rear of the service to access the roundabout at the junction of the A120 and A1250 (Birchanger roundabout) solely for use by HGVs, coaches and other large vehicles. If any further planning application were made in the coming months, this would need to be assessed in accordance with current planning policy.

Herts CC are currently preparing a county wide model, which is due to be ready for use in February 2016. This is not the same type of model as the Essex CC model, but the two counties are working together to ensure compatibility of outputs.

23. A.O.B.

None

24. Dates of next meetings (already booked):

- 18 January 2016 - 6.30 p.m. Harlow DC
- 7 March 2016 - 6.30 p.m. Harlow DC
- 19 April 2016 - 6.30 p.m. Harlow DC

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