



**MEETING** : DISTRICT PLANNING EXECUTIVE PANEL  
**VENUE** : COUNCIL CHAMBER, WALLFIELDS, HERTFORD  
**DATE** : THURSDAY 21 JULY 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.)

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### **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 7 - 24)

*To approve the Minutes of the meeting of the Panel held on 24 May 2016.*

4. Declarations of Interests

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

5. Heritage Impact Assessment for Panshanger Park and its Environs, June 2016 (Pages 25 - 104)

6. Hertford and Ware Employment Study, June 2016 (Pages 105 - 114)

7. East Herts Draft District Plan – Chapter 1 – Introduction: Response to Issues Raised During Preferred Options Consultation (Pages 115 - 128)

8. East Herts Draft District Plan – Chapter 2 – Vision and Strategic Objectives: Response to Issues Raised During Preferred Options Consultation (Pages 129 - 146)

9. East Herts Draft District Plan – Chapter 7 – Hertford: Response to Issues Raised During Preferred Options Consultation (Pages 147 - 198)

10. East Herts Draft District Plan – Chapter 8 – Sawbridgeworth: Response to Issues Raised During Preferred Options Consultation (Pages 199 - 218)

11. East Herts Draft District Plan – Chapter 9 – Ware: Response to Issues Raised During Preferred Options Consultation (Pages 219 - 260)



12. East Herts Draft District Plan – Chapter 11 – East of Welwyn Garden City: Response to Issues Raised During Preferred Options Consultation (Pages 261 - 286)
13. East Herts Draft District Plan – Chapter 12 – Gilston Area: Response to Issues Raised During Preferred Options Consultation (Pages 287 - 318)
14. East Herts Draft District Plan – Chapter 14 – Employment: Response to Issues Raised During Preferred Options Consultation, Further Amendments and Draft Revised Chapter (Renamed Economic Development) (Pages 319 - 362)
15. East Herts Draft District Plan – Chapter 18 – Community Facilities, Leisure and Recreation: Response to Issues Raised During Preferred Options Consultation, Further Amendments and Draft Revised Chapter (Pages 363 - 420)
16. Urgent Business

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

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MINUTES OF A MEETING OF THE  
DISTRICT PLANNING EXECUTIVE PANEL  
HELD IN THE COUNCIL CHAMBER,  
WALLFIELDS, HERTFORD ON TUESDAY  
24 MAY 2016, AT 7.00 PM

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

ALSO PRESENT:

Councillors M Allen, P Ballam, R Brunton,  
G Cutting, I Devonshire, M Freeman,  
J Goodeve, A Jackson, J Jones, T Page,  
S Rutland-Barsby, R Standley, K Warnell,  
C Woodward.

OFFICERS IN ATTENDANCE:

Lorraine Blackburn	- Democratic Services Officer
Chris Butcher	- Principal Planning Officer
Lorraine Kirk	- Senior Communications Officer
James Mead	- Planning Officer
Kay Mead	- Principal Planning Officer
Laura Pattison	- Assistant 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:

Steve Jarman - Opinion Research Services

1 **EAST HERTS GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE ACCOMMODATION NEEDS ASSESSMENT UPDATE APRIL 2016**

The Panel considered a report detailing the findings of the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, April 2016. It was noted that this report had replaced the agenda item which had been withdrawn from the meeting held on 25 February 2016. Officers detailed that the Update Summary would be used as evidence to inform and support the East Herts District Plan and to inform Development Management decisions.

Steve Jarman, (Opinion Research Services) gave a presentation on the research undertaken to identify the accommodation needs of Gypsies and Travellers and Travelling Showpeople in the District. He explained that ORS was a leading organisation which had worked with 70 Councils on this subject.

Mr Jarman explained the background to the research and the legal obligations placed on councils to demonstrate that they could meet the identified accommodation needs of Gypsies and Travellers and Travelling Showpeople in the same way that they have to meet general housing needs.

Of particular note and in addition to case law, was the fact that the Government had issued a revision to its 'Planning policy for traveller sites' guidance in August 2015, largely concerning definitions in relation to Gypsies, and Travellers and Travelling Showpeople for

planning purposes, which had necessitated an update to the 2014 Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment that the company had carried out. These revised definitions, and the methodology around the research were explained in detail. He concluded that, as a result, the Updated Accommodation Needs Assessment had identified that the Council would need to provide five pitches for Gypsies and Travellers and nine plots for Travelling Showpeoples' accommodation needs for the period to 2033. It was also noted that the Housing and Planning Bill had received Royal Assent on 12 May 2016 and that the provisions of the Act meant that it would be appropriate for certain amendments to be made to the version of the Update Summary before the Panel to ensure consistency of approach.

The Panel Chairman advised the Panel that the report before Members was an update in terms of the latest Government guidance, but since the Housing and Planning Bill had recently become an Act of Parliament it would be sensible for amendments to be made to the document to ensure consistency in approach. She suggested that in the circumstances, the Panel might wish to delegate authority for amendments to the Update Summary necessitated by the Housing and Planning Act to the Head of Planning and Building Control in conjunction with the Panel Chairman for consideration by the Executive. This was supported.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, April 2016, be noted;

(B) amendments to the Update Summary necessitated by the Housing and Planning Act for consideration by the Executive be delegated to the

**Head of Planning and Building Control in conjunction with the Panel Chairman; and**

**(C) the final version of the East Herts Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update Summary, May 2016, as now submitted at Essential Reference Paper 'A', be approved as part of the evidence base to inform and support the East Herts District Plan and to inform Development Management decisions.**

**2 THE GILSTON AREA AND THE GOVERNMENT'S 'LOCALLY LED GARDEN VILLAGES, TOWNS AND CITIES' PROSPECTUS**

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**The Panel considered a report detailing the Government's recently published prospectus on garden villages, town and cities and sought support for the preparation and submission of an expression of interest in relation to the Gilston Area and the likely funding and technical expertise the Council could receive to help progress development from the plan making stage through to implementation.**

**There were two options open to the Council in this regard. The first was to apply for support for a garden village of between 1,500 to 10,000 new homes. The second option was to work in partnership with both Harlow and Epping Forest District Councils in order to submit an expression of interest for a garden town of over 10,000 dwellings. The Gilston Area, in itself, would not qualify for garden town status. However, given that further development around Harlow might be proposed by neighbouring authorities within their Local Plans, a joint bid covering the wider Harlow area might be appropriate.**

**In response to Members' comments and questions, Officers explained the "narrow window" in which to submit an expression of interest. A bid for a garden**

village would need to be submitted by 31 July 2016. There was no time limit for the submission of an expression of interest in relation to a garden town. However, it was likely that there would be a limit in terms of how many schemes the Government would be willing to support. Therefore, the sooner an expression of interest was submitted, the more likely it would receive support. The Officer stated that the submission of an expression of interest would not prejudice the Council's position in relation to whether or not to support the inclusion of the Gilston Area within the forthcoming Publication version of the District Plan.

In response to Members' comments and questions, Officers clarified that the Council's objectively assessed housing need up to 2033 was for 745 homes per year. It was the view of Officers that the Gilston Area should be allocated within the District Plan in order to deliver 10,000 homes within the current plan period and beyond.

The Panel Chairman explained that this was an important step and would give the Council access to expertise and funding. She confirmed that regardless of working with other Authorities, whatever East Herts built in the District, would count towards East Herts' housing requirement.

The Panel supported the recommendations, as now detailed.

**RECOMMENDED** - that (A) the content of the Government's prospectus on "Locally Led Garden Villages, Towns and Cities" be noted;

(B) preparation and submission of an expression of interest for Government support in relation to the Gilston Area either as a garden, village or garden town, be supported; and

(C) the Executive determine the basis of the submission in terms of whether this be as a garden, village or garden town.

**3 LOCAL DEVELOPMENT SCHEME (LDS) MAY 2016**

The Panel considered a report on an updated version of the Council's Local Development Scheme (LDS) which replaced Version 5 of the LDS (December 2013). The schedule and work programme set out the timeline for the preparation of the District Plan.

The Panel supported the recommendation, as now detailed.

**RECOMMENDED** – that the Local Development Scheme (LDS) May 2016 as now detailed, be agreed with effect from May 2016.

**4 EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 15 – RETAIL AND TOWN CENTRES: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER**

The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 15 (Retail and Town Centres) of the draft District Plan Preferred Options, together with Officers' responses to those issues. The Panel was advised why further amendments to Chapter 15 were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised Chapter was presented for consideration before subsequent incorporation into the final draft District Plan.

In response to Members' comments on the two existing neighbourhood centres in Bishop's Stortford, Officers provided clarification on their role and the process for monitoring changes over time.

In response to a Member enquiry as to whether the inclusion of a new neighbourhood centre south of



Whittington Way meant that the decision on the site allocation had already been taken, Officers explained that this was not the case, and that it did not predetermine the Council's final decision with regards to this site.

The Panel supported the recommendations, as now detailed.

**RECOMMENDED** – that (A) the issues raised in Chapter 15 (Retail and Town Centres) of the draft District Plan Preferred Options, as now detailed at Essential Reference Paper 'B' to the report be received and considered;

(B) Officers' responses to the issues referred to in (A) above, as now detailed in Essential Reference Paper 'B' to the report be agreed;

(C) the further amendments in respect of Chapter 15 (Retail and Town Centres) of the draft District Plan Preferred Options, as detailed in Essential Reference Paper 'B' to the report, be received and considered; and

(D) the draft revised Chapter 15 (Retail and Town Centres), as detailed in Essential Reference Paper 'C' to the report be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

5 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTERS 16 AND 20 – DESIGN AND LANDSCAPE: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER (RENUMBERED CHAPTER 16)**

The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 16 (Design) and Chapter 20 (Landscape) together with Officers' responses to those issues. The Panel was

**advised why further amendments to Chapter 16 (Design) and Chapter 20 (Landscape) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised chapter (which consolidated Chapters 16 and 20) were presented for consideration before subsequent incorporation into the final draft District Plan.**

**In response to Members' comments regarding new housing sustainability standards, Officers explained the balance Officers sought to achieve in terms of sustainability, design and compliance with building codes and regulations. Officers also detailed the role of Neighbourhood Planning.**

**The Panel supported the recommendations, as now detailed.**

**RECOMMENDED – that (A) the issues raised in respect of Chapter 16 (Design) and Chapter 20 (Landscape) of the draft District Plan Preferred Options, as now detailed in Essential Reference Paper 'B' to the report, be received and considered;**

**(B) Officers' responses to the issues referred to in (A) above, as now detailed in Essential Reference Paper 'B' to the report be agreed;**

**(C) the further amendments in respect of Chapter 16 (Design) and Chapter 20 (Landscape) of the draft District Plan Preferred Options, as now detailed at Essential Reference Paper 'B' to this report be received and considered; and**

**(D) the draft revised Chapter 16 (Design and Landscape), as detailed in Essential Reference Paper 'C' to the report, be agreed, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.**

**6 EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 17 –  
TRANSPORT: RESPONSE TO ISSUES RAISED DURING  
PREFERRED OPTIONS CONSULTATION, FURTHER  
AMENDMENTS AND DRAFT REVISED CHAPTER**

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The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 17 (Transport) together with Officers' responses to those issues. The Panel was advised why further amendments to Chapter 17 (Transport) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised chapter was presented for consideration before subsequent incorporation into the final draft District Plan.

In response to Members' comments regarding strategic transport schemes and the potential impact of proposed development in adjoining local authority areas on East Herts, Officers explained the role of East Herts Council in the context of engaging in the Hertfordshire County Council's 2050 Transport Vision for the county. The Officers further explained that the HCC transport model took into account neighbouring authorities' individual positions, both within Hertfordshire and also beyond, this being informed by Essex County Council's modelling data being utilised in the HCC model. The Panel Chairman commented that the Council needed to have the evidence in place to support strategic changes.

In response to a Member's comment in relation to a "light rail" at Buntingford, the Officer explained that this issue had been taken into account as a submission in respect of HCC's 2020 Vision but that at the present time, the HCC's preferred schemes were not yet available. HCC intended that public consultation on the 2050 Vision would take place in the summer. The issue of sustainable transport modes was discussed along with parking standards and the need for a revised Vehicle Parking SPD. The Officer explained that the Council had recently

revised its parking standards, which would be included as an Appendix to the District Plan and that the Vehicle Parking SPD would be revised in due course.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) the issues raised in respect of Chapter 17 (Transport) of the draft District Plan Preferred Options, as now detailed in Essential Reference Paper 'B' to the report, be received and considered;

(B) Officers' responses to the issues referred to in (A) above, as now detailed in Essential Reference Paper 'B' to the report be agreed;

(C) the further amendments in respect of Chapter 17 (Transport) of the draft District Plan Preferred Options, as detailed in Essential Reference Paper 'B' to the report be received and considered; and

(D) the draft revised Chapter 17 (Transport) as detailed in Essential Reference Paper 'C' to the report, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

7 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 19 –  
NATURAL ENVIRONMENT: RESPONSE TO ISSUES  
RAISED DURING PREFERRED OPTIONS  
CONSULTATION, FURTHER AMENDMENTS AND DRAFT  
REVISED CHAPTER**

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The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 19 (Natural Environment) together with the Officers' responses to those issues. The Panel was advised why further amendments to Chapter 19 (Natural

Environment) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised chapter was presented for consideration before subsequent incorporation into the final draft District Plan.

The Panel supported the recommendations, as now detailed.

**RECOMMENDED** – that (A) the issues raised in respect of Chapter 19 (Natural Environment) of the draft District Plan Preferred Options as now detailed in Essential Reference Paper ‘B’ to the report be received and considered;

(B) Officers’ responses to the issues referred to in (A) above, as detailed in Essential Reference Paper ‘B’ to the report be agreed;

(C) the further amendments in respect of Chapter 19 (Natural Environment) of the draft District Plan Preferred Options as detailed in Essential Reference Paper ‘B’ to the report be received and considered;

(D) the draft revised Chapter 19 (Natural Environment), as detailed in Essential Reference Paper ‘C’ to the report be agreed, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

8 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 21 – HERITAGE ASSETS: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER (RENUMBERED CHAPTER 20)**

The Panel considered a report on issues raised through the Preferred Options consultation in connection with

**Chapter 21 (Heritage Assets) together with the Officers' responses to those issues. The Panel was advised why further amendments to Chapter 21 (Heritage Assets) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence.**

**The proposed draft revised (and renumbered) Chapter 20 was presented for consideration before subsequent incorporation into the final draft District Plan.**

**The Panel supported the recommendations, as now detailed.**

**RECOMMENDED – that (A) the issues raised in respect of Chapter 21 (Heritage Assets) of the draft District Plan Preferred Options as now detailed in Essential Reference Paper 'B' to the report be received and considered;**

**(B) Officers' responses to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to the report be agreed;**

**(C) the further amendments in respect of Chapter 21 (Heritage Assets) of the draft District Plan Preferred Options as detailed in Essential Reference Paper 'B' to the report be received and considered; and**

**(D) the draft revised (and renumbered) Chapter 20 (Heritage Assets) as detailed in Essential Reference Paper 'C' to the report be agreed, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.**

9 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 22 –  
CLIMATE CHANGE: RESPONSE TO ISSUES RAISED  
DURING PREFERRED OPTIONS CONSULTATION,  
FURTHER AMENDMENTS AND DRAFT REVISED  
CHAPTER (RENUMBERED CHAPTER 21)**

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The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 22 (Climate Change) together with the Officers' responses to those issues. The Panel was advised why further amendments to Chapter 22 (Climate Change) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised (and renumbered) Chapter 21 was presented for consideration before subsequent incorporation into the final draft District Plan.

The Panel supported the recommendations, as now detailed.

**RECOMMENDED** – that (A) the issues raised in respect of Chapter 22 (Climate Change) of the draft District Plan Preferred Options as now detailed in Essential Reference Paper 'B' to the report be received and considered;

(B) Officers' responses to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to the report be agreed;

(C) the further amendments in respect of Chapter 22 (Climate Change) of the draft District Plan Preferred Options as detailed in Essential Reference Paper 'B' to the report be received and considered; and

(D) the draft revised (and renumbered) Chapter 21 (Climate Change) as detailed in Essential Reference Paper 'C' to the report be agreed, as a basis for inclusion in the final draft District Plan,

with the content being finalised when the consolidated plan is presented in September 2016.

10 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 23 – WATER: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER (RENUMBERED CHAPTER 22)**

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The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 23 (Water) together with the Officers' responses to those issues. The Panel was advised why further amendments to Chapter 23 (Water) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised (and renumbered) Chapter 22 was presented for consideration before subsequent incorporation into the final draft District Plan.

Members discussed the difficulties of providing evidence to support sustainability requirements. Officers cited by example fittings such as dispersal taps.

A Member suggested that arrangements for dealing with the storage of bio-fertilisers be incorporated. This was to be considered by Officers.

The Panel supported the recommendations, as now detailed.

**RECOMMENDED** – that (A) the issues raised in respect of Chapter 23 (Water) of the draft District Plan Preferred Options as now detailed in Essential Reference Paper 'B' to the report be received and considered;

(B) Officers' responses to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to the report be agreed;



(C) the further amendments in respect of Chapter 23 (Water) of the draft District Plan Preferred Options as detailed in Essential Reference Paper 'B' to the report be received and considered;

(D) the draft revised (and renumbered) Chapter 22 (Water) as detailed in Essential Reference Paper 'C' to the report be agreed, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016; and

(E) the issue of slurry storage be incorporated into the Chapter.

11 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 24 – ENVIRONMENTAL QUALITY: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER (RENUMBERED CHAPTER 23)**

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The Panel considered a report on issues raised through the Preferred Options consultation in connection with Chapter 24 (Environmental Quality) together with Officers' responses to those issues. The Panel was advised why further amendments to Chapter 24 (Environment Quality) were required in terms of ensuring that the final draft District Plan incorporated the most up to date policy position and the latest available evidence. The proposed draft revised (and renumbered) Chapter 23 was presented for consideration before subsequent incorporation into the final draft District Plan.

A Member sought clarification that the reference to electric charging points in Policy EQ4 applied to all forms of development. Officers agreed to clarify the Policy. In response to a Member query about the ability to control the routes used by HGVs, Officers agreed to consider this.

**The Panel supported the recommendations, as now detailed.**

**RECOMMENDED – that (A) the issues raised in respect of Chapter 24 (Environmental Quality) of the draft District Plan Preferred Options as now detailed in Essential Reference Paper ‘B’ to the report be received and considered;**

**(B) Officers’ responses to the issues referred to in (A) above, as detailed in Essential Reference Paper ‘B’ to the report be agreed;**

**(C) the further amendments in respect of Chapter 24 (Environmental Quality) of the draft District Plan Preferred Options as detailed in Essential Reference Paper ‘B’ to the report be received and considered; and**

**(D) the draft revised (and renumbered) Chapter 23 (Environmental Quality) as detailed in Essential Reference Paper ‘C’ to the report be agreed, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.**

## 12 CHAIRMAN'S ANNOUNCEMENTS

The Panel Chairman welcomed Members and the public to the meeting and reminded them that the meeting was being webcast. She reminded those in attendance that taking decisions in public and in a transparent manner, was part of the Council’s ethical approach to decision making which ensured that Members were accountable for the decisions taken. The Panel Chairman reminded Members that decisions would not be taken this evening but recommendations would be made with the final decisions being taken by Council.

The Panel Chairman stated that the next meeting with Town

and Parish Councillors would take place on 27 May 2016 at 10am. The next District Planning Panel would take place on 21 July 2016. A further Town and Parish meeting would take place on 25 July 2016.

The Panel Chairman welcomed new Officer, James Mead and the guest speaker, Steve Jarman (Opinion Research Services) to the meeting. The Panel Chairman referred to the report on the Gypsies and Travellers and Travelling Showpeople report and the new information which had been received. On the issue of the Gilston Area report, she stated that the Council would have to make some difficult decisions to accommodate the housing needs of the District.

13 MINUTES

RESOLVED – that the Minutes of the meeting held on 25 February 2016 be approved as a correct record and signed by the Chairman.

The meeting closed at 8.51 pm

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

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY THE LEADER OF THE COUNCIL

#### HERITAGE IMPACT ASSESSMENT FOR PANSHANGER PARK AND ITS ENVIRONS, JUNE 2016

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WARD(S) AFFECTED: ALL

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

- This report presents the findings of the Heritage Impact Assessment ('the HIA') undertaken for Panshanger Park and its environs.
- The report seeks agreement to use the HIA as part of the evidence base to inform and support preparation of the District Plan, and for Development Management purposes.

<b><u>RECOMMENDATION FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the Heritage Impact Assessment (HIA) for Panshanger Park and its Environs, June 2016, be agreed as part of the evidence base to inform and support preparation of the East Herts District Plan; and</b>
<b>(B)</b>	<b>the HIA for Panshanger Park be agreed as evidence to inform Development Management decisions.</b>

#### 1.0 Background

1.1 Beacon Planning Ltd were jointly commissioned by East Herts Council and Welwyn Hatfield Borough Council in October 2015 to prepare a Heritage Impact Assessment to consider the potential impact of development to the east of Welwyn Garden City and west of Hertford on the significance of Panshanger Park and heritage assets in the vicinity of the Park.

- 1.2 This work follows the publication of each authority's Local Plan consultation in 2014 and 2015, and resulted from representations made by Historic England to each consultation. Historic England advised that they would like to see further evidence gathered as to the significance of heritage assets in the vicinity of potential site allocations presented in each Plan.
- 1.3 This work has been undertaken to ensure that both authorities 'have up-to-date evidence about the historic environment in their areas and use it to assess the significance of heritage assets and the contribution they make to their environment', in line with paragraph 169 of the National Planning Policy Framework.
- 1.4 The HIA is presented as **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The HIA comprises five chapters. Chapter 1 introduces the report, while Chapter 2 provides information on the scope of the study. Panshanger Park itself is a Grade II\* Registered Park and is considered by Historic England to be most at risk from development, but other historic assets were also highlighted in the Historic England representations, including the Grade II listed Holwellhyde Farmhouse and Grade II listed Birchall Farmhouse, Barn and Stables. The Panshanger Aerodrome buildings are of local importance but are noted for their historic significance and setting.
- 2.2 Nearby Grade I listed Hatfield House and Palace and Grade I listed Historic Park and Garden (and ancillary Grade II listed buildings) is a key heritage asset. There are wide reaching views out of and towards the House from surrounding landscapes, and the wider rural character of this area forms part of the setting of the House. Therefore the southern-most part of the Birchall Garden Suburb proposed development (within Welwyn Hatfield) may encroach into this setting, although the distance would mitigate the potential impact to a reasonable degree.
- 2.3 Chapter 3 explains how significance is assessed. The assessment has been undertaken in line with Historic England's Planning guidance:
- Good Practice Advice Note 1 – The Historic Environment in Local Plans (March 2015)
  - Good Practice Advice Note 2 – Managing Significance in Decision-Taking

- Good Practice Advice Note 3 – The Setting of Heritage Assets (March 2015)
- Advice Note 3 – The Historic Environment and Site Allocations in Local Plans (October 2015)

- 2.4 Chapter 3 contains the significance appraisals for the heritage assets listed in Chapter 2. Each significance appraisal describes the site of historic importance and provides a summary of the historic development of the asset before considering its heritage significance and an assessment of its setting. Each site assessment is supported by new photographs, historic photographs and historic regression maps (where possible), illustrations and new diagrammatic maps.
- 2.5 Chapter 4 contains the assessment of potential site allocations on the significance and setting described in Chapter 3. This chapter looks at the capacity of a site to accommodate development and looks at development criteria and mitigation measures that could be employed to ensure development takes account of the relevant heritage asset.
- 2.6 Chapter 5 contains development proposal criteria against which development proposals on sites should be assessed at the masterplanning stage. Each site appraisal considers what is expected on the site, the location of development, mitigation and enhancement measures and design principles. Criteria includes matters such as planting and landscaping, views, orientation of streets and layouts (including traffic management), building heights and detailed design.
- 2.7 The Assessment contains a full bibliography and a suite of maps along with the full list entry under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England.
- 2.8 The HIA will be used to inform the Plan-making process of both the East Herts District Plan and Welwyn Hatfield Local Plan, which are nearing their final stages. The HIA will also be used to inform the preparation of masterplans for sites that may be allocated in each local plan, or where sites come through the planning application process.

### 3.0 Implications/Consultations

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

#### Background Papers

Heritage Impact Assessment for Panshanger Park and its Environs, June 2016 [www.eastherts.gov.uk/technicalstudies](http://www.eastherts.gov.uk/technicalstudies)

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Heritage Impact Assessment on Panshanger Park and its Environs, June 2016. The assessment underwent a period of consultation with relevant landowners and Historic England as a key stakeholder prior to the finalisation of the report. It is a jointly prepared technical study with Welwyn Hatfield Borough Council.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Submission 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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Panshanger Park and Environs

HERITAGE IMPACT  
ASSESSMENT

July 2016





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### Appendices

1. Heritage assets plan
2. Panshanger Park National Heritage List entry
3. Development concept diagrams and key for potential site allocations
4. Views plan

# 1 Introduction

- 1.01 Beacon Planning Ltd were appointed jointly by East Hertfordshire District Council and Welwyn Hatfield Borough Council in October 2015 to prepare a Heritage Impact Assessment considering the potential impact of development at Panshanger Aerodrome (WGC4), Birchall Garden Suburb (WGC5/EWEL1), Warrengate Farm (WGC9) and also housing sites west of Hertford (HERT 3).
- 1.02 This work follows the publication of each local authority's Local Plan Consultation Drafts in 2014 and 2015 and resulted from representations made by Historic England on these consultation documents. Historic England advised that they would like to see further evidence gathered as to the significance of heritage assets in the vicinity of the potential site allocations promoted in the Draft Local Plans.
- 1.03 The heritage asset considered by Historic England to be most at risk from the site allocations is the Grade II\* Registered Panshanger Park, but the Grade II listed Holwellhyde Farmhouse is also highlighted by Historic England. Additionally, the Grade II listed Birchall Farmhouse, Barn and Stables will also be directly impacted by the proposed site allocations, and the Panshanger Aerodrome Buildings (of local importance) are also noted as warranting consideration of their significance and setting by Historic England.
- 1.04 There are of course numerous other heritage assets in the vicinity and wider area of the potential site allocations including Listed Buildings, other Historic Parks and Gardens, Conservation Areas and Scheduled Monuments. These have been identified by the local authorities and their potential to be affected by the proposed site allocations is assessed in this report. Non-designated heritage assets were also identified and the potential impact of development considered where appropriate.
- 1.05 This work has been undertaken to ensure that, in line with Paragraph 169 of the NPPF, both East Hertfordshire District and Welwyn Hatfield Borough Councils 'have up-to-date evidence about the historic environment in their areas and use it to assess the significance of heritage assets and the contribution they make to their environment'.
- 1.06 Site visits were undertaken on 22<sup>nd</sup> October, 23<sup>rd</sup> November and 17<sup>th</sup> December 2015 and comprised visual assessments of the areas under consideration. Some areas of the potential site allocations were not inspected at close range due to access restrictions. Holywellhyde Farmhouse was also not inspected at close range as it is a private dwelling and residents did not wish to be disturbed.

## 2 Heritage Assets

2.01 The spread and type of heritage assets found in the vicinity of the four potential site allocation areas are shown on the map in Appendix 1. Across the two local authority areas, the following heritage assets were identified as part of the technical brief for this report:

- 4 Conservation Areas – Tewin, East End Green, Essendon and Hertingfordbury Village
- 1 Grade I Registered Historic Park & Garden – Hatfield
- 1 Grade II\* Registered Historic Park & Garden – Panshanger
- 3 Grade II Registered Historic Parks & Gardens – Bayfordbury, Goldings and Tewin Water
- 8 Unregistered/Locally Important Historic Parks and Gardens including 3 in Hertingfordbury
- 1 Scheduled Monument – Settlement site NE of Letty Green
- 3 Grade I Listed Buildings – Hatfield House, The Palace (Hatfield Park) and Church of St Peter (Tewin)
- 4 Grade II\* Listed Buildings – Marden Hill House, Service Block & Annexe; Amores & Outbuildings (Hertingfordbury); Church of St Mary & St John (Hertingfordbury); and Church of St Mary the Virgin (Essendon)
- Approx. 70 Grade II Listed Buildings – including buildings within Panshanger Park and Hertingfordbury; ancillary structures at Marden Hill House; and properties at Birch Green, Cole Green, Labby Green, Letty Green, Tewin and Essendon
- Non-designated heritage assets at Panshanger Aerodrome

2.02 In addition, following discussions with the local authorities, and the Hertfordshire Gardens Trust, and as a result of initial desk-based assessment and a site visit, the following heritage assets were included within the preliminary search area. (These are also noted on the map in Appendix 1.):

- The Beehive Conservation Area (Welwyn Garden City)
- Welwyn Garden City Conservation Area
- 2 Scheduled Monuments – Baroque Garden in Grotto Wood (Hertingfordbury) and Roxford Moated Site (Little Berkhamsted)
- Broadoak Manor, Barns and Garden Walls & Steps – Grade II Listed Buildings
- Goldings including retaining walls and steps to forecourt and terrace – Grade II\* Listed Building (and Grade II listed former Stables, Chapel, Garden walls and Wych Elms)
- Holwell Court gardens – non-designated Historic Park and Garden

2.03 The following sources were consulted to identify the heritage assets listed above:

- Panshanger Airfield Historic Assessment (Atkins, September 2013)
- East Herts Landscape Character Assessment (2005)
- Welwyn Hatfield Landscape Character Assessment (2005)
- National Heritage List (Historic England)

- Hertfordshire Gardens Trust
- Parks & Gardens UK
- The Beehive Area, Report on the Proposal for Conservation Area Designation (1999)
- Hertingfordbury Conservation Area Appraisal and Management Plan (Draft for Consultation, 2013)

2.04 Following the site visit, the above long list of heritage assets was narrowed down to the following short list comprising sites with the potential to be most affected by the site allocations. (These are numbered on the map in Appendix 1.):

- Panshanger Park – Grade II\* Registered Park and Garden
- Panshanger Park – Grade II listed buildings
- Goldings – Grade II Registered Park and Garden
- Goldings – Grade II\* listed building (and ancillary Grade II listed buildings)
- Birchall Farmhouse, stables and barn – Grade II listed buildings
- Holwellhyde Farmhouse – Grade II listed buildings
- Structures on the former Panshanger Aerodrome site (Decoy Site Control Room and Mess Block) – Non-designated heritage assets
- Cole Green House – Grade II listed building
- Holwell Court – Grade II listed building and non-designated Historic Park and Garden
- Church of St Peter, Tewin – Grade I listed building
- Tewin Water – Grade II Registered Park and Garden
- Marden Hill House, Service Block and Annexe – Grade II\* listed building (and ancillary Grade II listed buildings) and locally important historic park and garden
- Hatfield House – Grade I Registered Park and Garden, Grade I listed House and Palace, and Grade II listed ancillary structures
- Essendon Conservation Area
- Church of St Mary the Virgin, Essendon – Grade II\* listed building
- Warrengate Farmhouse and Barn – Grade II listed buildings
- Beehive Conservation Area

2.05 The above buildings and areas are considered to be the most sensitive to potential development on the identified site allocations. This is due to their proximity to the sites or because the sites are considered to form part of their settings (and therefore development on the sites has the potential to affect their heritage significance). Those heritage assets not in close proximity to the sites are generally higher status buildings or historic parks and gardens which have wider settings owing to their history, function or design and development on the sites has the potential to affect this and thus appreciation of their heritage significance.

2.06 Other heritage assets which are perhaps closer to the sites than some of those included above, such as 2 Poplars Green (in Tewin parish) are considered to be potentially less affected by development, in this case, on the Panshanger Aerodrome site and the WGC9 site. This is due to topography and the more limited setting of this heritage asset. Although clearly a previously agricultural related building with a strong connection to its rural



surroundings, the present domestic nature of the building, intervening landscape features and its lack of connection (functional or visual) with the aerodrome site, means that potential development on these sites is unlikely to affect its heritage significance.

- 2.07 On the opposite slope of the river Mimram valley, the Grade II Listed barn on the north side of the B1000 is similarly considered to be potentially less affected by development. Despite being a C18 structure, it was clearly re-sited in its present location in the early C20 as it is first visible on OS maps in 1923 when it appears to the east of a new house. Previous maps show the site of both the barn and the house as open farmland to the north of an existing pair of structures at Archers Green. The barn has also been converted to domestic accommodation and thus has very little, if any historical or functional connection to its rural surroundings. Visually too, connections with the nearest proposed development sites (WGC4 and WGC5/EWEL1) are very limited as the barn sits at the (Mimram River) valley bottom and although the south slope of the valley on which the development sites are located rise southwards, views across to the Panshanger sites are restricted by existing vegetation and landform. The barn is experienced as part of the small group of buildings located around Archers Green and it has no connection to the aerodrome site and its function.
- 2.08 The Dell (Grade II Listed), although in close proximity to Panshanger Park, lies as its name suggests, in a secluded location and has no apparent historic connection with Panshanger estate. It is located adjacent to the former East Lodge to the estate (which is unlisted) but predates the C19 landscaping of the park and is now, as the east lodge also is, cut off from the park by the spur road off the A414. The Dell also lies some distance away from the proposed site allocations to the west of Hertford and is thus not considered to be affected by the potential development.
- 2.09 There are numerous other heritage assets within an approximately 2km radius of the sites but, due to topography, intervening features (built development or natural landscape) or the limited (often domestic) settings of these assets, the functional, visual or associative relationships between these assets and the sites is negligible or non-existent. Their heritage significance as a result is not considered to have the potential to be affected by any future development on the five sites.
- 2.10 Of the higher graded heritage assets that are not considered to be affected, perhaps one of the most important is Woolmers Park (now the Hertfordshire Polo Club) which is a Grade II\* listed C18 house with Grade II listed ancillary structures all set within a locally important historic park and garden. This is one of the many villa type smaller 'country houses' found in the area and is set on the north slope of the River Lea valley. Although in relatively close proximity to Panshanger, the property was designed to look southwards towards the meadows along the River Lea and is well enclosed by mature trees and later structures within its curtilage associated with the Polo Club. Its later (C19) neighbour, Holwell Court, lies between Woolmers and its parkland and the WGC5/EWEL1 site, with the visual and physical barrier of the A414 beyond to the west, separating the WGC5/EWEL1 site from both Holwell Court and Woolmers.

- 2.11 The following section of the report will now look at those assets requiring further study to understand their significance and an analysis of their settings (including what contribution the site allocations make to their settings) and how their settings contribute to their significance.

### 3 Significance Appraisal

3.01 This section will address the significance of heritage assets as defined in Annex 2 of the NPPF and the contribution made by their setting. These definitions are clear that it is the heritage interest of both designated and non-designated heritage assets that imbue them with significance. The NPPF definition of significance states that ‘heritage interest’ may be archaeological, architectural, artistic or historic and that significance derives not only from a heritage asset’s physical presence, but also from its setting.

3.02 The extent to which the allocated sites impact on the setting of the heritage assets listed below varies, as does the contribution which the allocated sites make to the setting (and, therefore the heritage significance) of each asset.

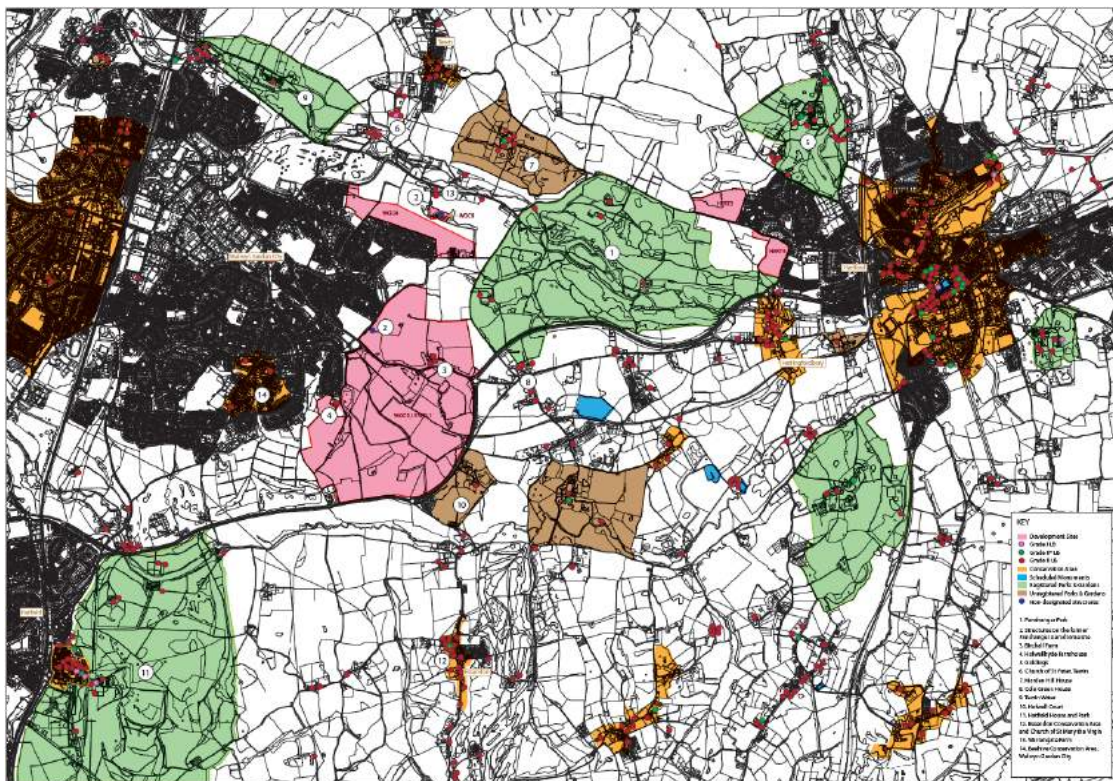


Figure 1: Plan of Heritage Assets (see Appendix 1 for full size map, note mapping approximated, please refer to original source) © Crown copyright and database rights 2016. Ordnance Survey Licence number 100053298.

3.03 Historic England’s planning advice note 3 ‘The Setting of Heritage Assets’ (HE 2015) makes it clear that setting is not a heritage asset in itself, and can only contribute towards the significance of a heritage asset. This document sets out a series of attributes that it may be appropriate to consider when assessing significance. These are:

- ▲ The asset’s physical surroundings, including, but not limited to:
  - Topography
  - Its relationship with other heritage assets

- Formal design
- Openness, enclosure and boundaries
- History and degree of change over time

▲ The experience of the asset including, but not limited to:

- Views from, towards, through, across and including the way the asset is appreciated.
- Intentional intervisibility with other historic and natural features
- Associative relationships
- Dynamism and activity
- The asset's associations and patterns of use



### 3.1 Panshanger – Grade II\* Registered Park and Garden (including 6 Grade II Listed Buildings)

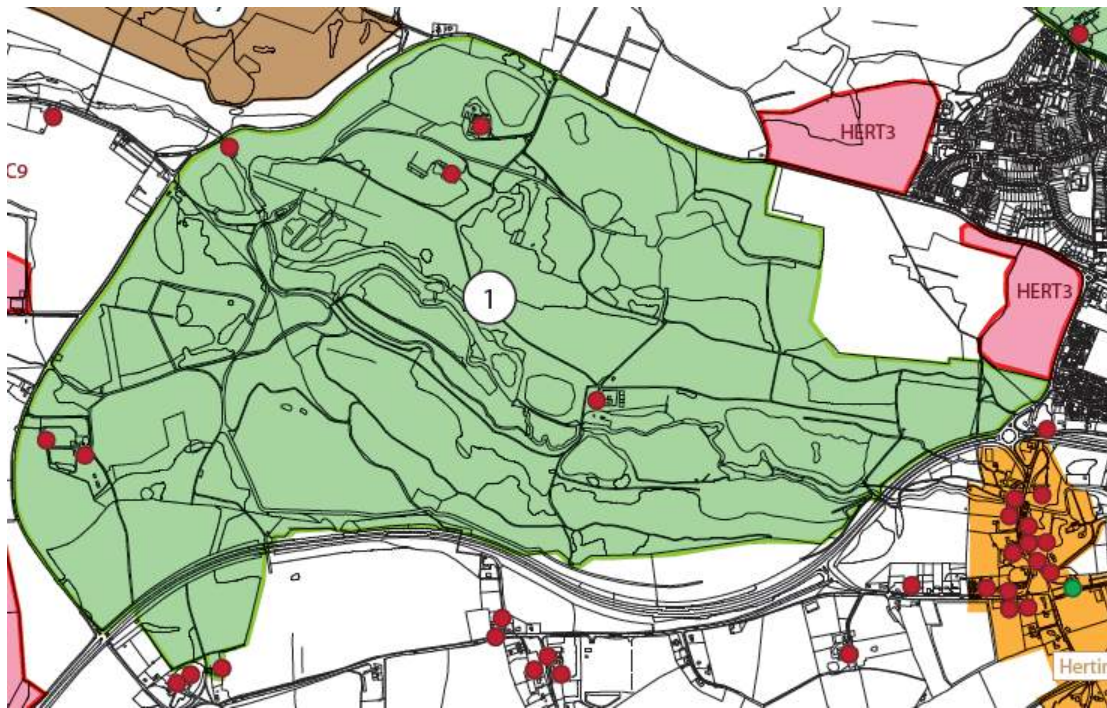


Figure 2: Panshanger Park – Registered Area in green and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

3.1.1 Panshanger Park comprises approximately 1,000 acres of Grade II\* registered parkland, of which 200 acres is currently open to the public, located approximately 2 miles west of Hertford. The park forms the remnants of the former Cowper estate, which was arranged in a ‘compact block’ around a centrally-situated mansion and wooded parklands.

3.1.2 The park contains six Grade II listed buildings, identified below. These provide different ways in which the Park and Garden is perceived and appreciated. For instance, areas with ruined buildings, such as the Orangery, are appreciated differently to structures such as the Nursery Garden Wall.

- Panshanger Orangery and Conservatory
- Riverside Cottage
- The Nursery Garden Wall
- Panshanger South Lodge (including gate piers and gatehouse)
- Panshanger Stables
- Keepers Cottage

3.1.3 The Registered area of Panshanger is flanked by the western suburbs of Hertford to the east of the site and the eastern suburbs of Welwyn Garden City to the west. The northern boundary is formed by the B1000; the A414 marks the majority of the southern boundary; the western boundary is defined by Panshanger Lane, whilst the eastern boundary partially adjoins Thieves Lane and then steps north and west until reaching the B1000 again. The

village of Cole Green adjoins the southwest protruding section of the park, south of the A414.

### Historic Development



Figure 3: 1766 Dury and Andrews map

- 3.1.4 Records of an estate at Panshanger date from 1198, when a holding named 'Pansangra' was noted. The land currently comprising Panshanger Park is believed to have been divided primarily between the manors of Blakemere and Panshanger during Medieval times. The manors were merged by William de Lodewyk in 1326 to expand the Panshanger estate, which changed hands frequently during the C14 before Walter Chivell was confirmed as lord of both Panshanger and Blakemere in 1446.
- 3.1.5 The Blakemere and Panshanger estates reverted to the Crown when their then owner, the Marquess of Exeter, was beheaded for treason in 1539. Henry VIII then granted the Panshanger estate to the ambassador to France, Nicholas Throckmorton (also a cousin of Henry's surviving wife, Queen Catherine Parr).
- 3.1.6 The land was conveyed through several owners during the course of the next century, reaching ownership of Elizabeth Culling, through whom the land came to William, first Earl Cowper around 1720. The Cowpers resided at Cole Green Park, their original seat in Hertingfordbury, which was extensively remodelled during the early 1700s, with ceilings by Louis Laguerre and later landscaping, commissioned in 1756 by the second Earl Cowper, undertaken by Lancelot 'Capability' Brown.
- 3.1.7 The Cowpers remained at Cole Green until the fifth Earl Cowper demolished the Cole Green residence in 1801 in order to build Panshanger House. The 1766 map shows the Cowper's original Cole Green residence sitting in the centre of a circular park where work was apparently undertaken by Lancelot Brown including the creation of a ha-ha and planting (Historic England List Entry No. 1000916). To the northwest, across the Maran River (now

known as the Mimram), are the Panshanger lands with the original buildings on the site and seemingly small formal pleasure gardens attached.

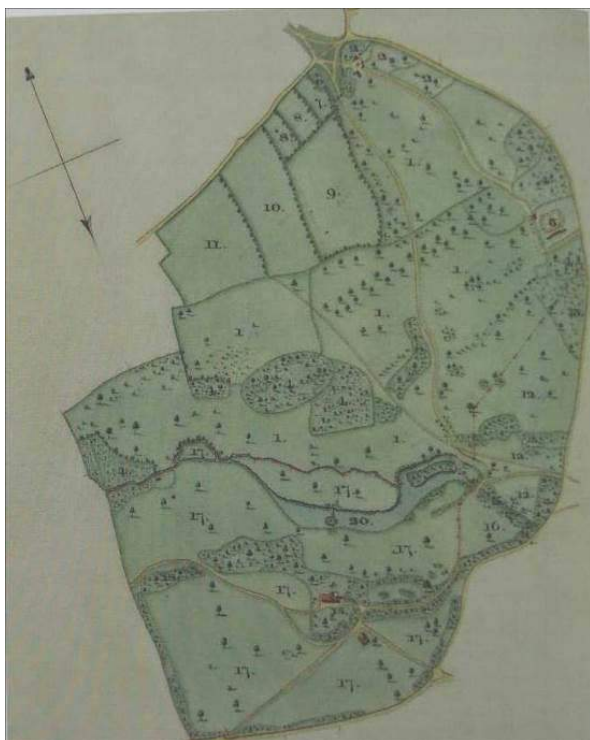


Figure 4: Design for Panshanger by Repton (1799 Red Book)

- 3.1.8 A Red Book regarding the merging of the Panshanger and Cole Green estates was produced in 1799 by Humphrey Repton, recording suggestions on the siting and landscaping of the house and surroundings in regard to diverting the River Mimram to form a lake. However, the house was ultimately built to the design of Thomas Atkinson, adjacent to the site of the previous Panshanger House. These works were completed c.1809 and it is understood that the design replaced an Elizabethan farmhouse extant on the chosen plot, presumably one of the collection of buildings labelled Panshanger on the 1766 map.
- 3.1.9 Although Repton designed the landscape, he was seemingly little involved in the actual implementation of his proposals, which were instead supervised by the Earl until his death in 1837. Repton's original landscape proposals (see the above plan) were expanded almost immediately after they were designed with the inclosure of the Hertingfordbury parish in 1801 which allowed the westward enlargement of the estate to its present boundaries.
- 3.1.10 Bryant's map of 1822 shows the completed Repton landscape and its relationship to Tewin Water and Digswell to the northeast. It also shows how the Marden Hill grounds (although in separate ownership to Panshanger) merged into the Panshanger estate, forming an almost continuous landscape, although separated by boundary woodland planting. Although the estate has expanded to the west through the accumulation of further land from the Hertingfordbury parish, the extents of the park are still shown as designed by Repton. However, the old edition Ordnance Survey of 1834 seems to show the expanded landholding merging into the village of Hertingfordbury, although the Repton landscape is still delineated.





Figure 5: 1822 Bryant Map



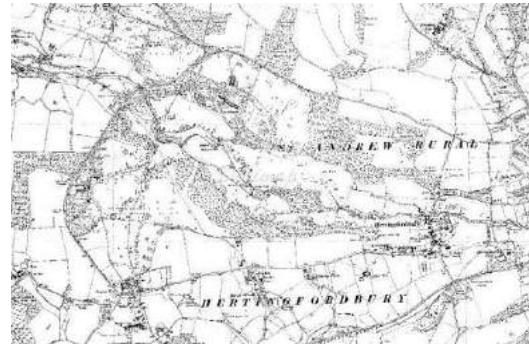
Figure 6: Old Ordnance Survey Map 1834



3.1.11 A serious fire which occurred during the tenancy of the sixth Earl Cowper saw Panshanger nearly destroyed, necessitating a programme of significant repairs from 1855-59. The gardens continued to thrive during this period, with the gardener to Earl Cowper winning first prize in a flower and fruit show for three pineapples grown at Panshanger. The site hosted field days and a 'sham fight' for over 3,000 members of the Volunteer Rifle Corps in 1862; however, the fire ultimately marked the beginning of Panshanger's decline as a country seat.



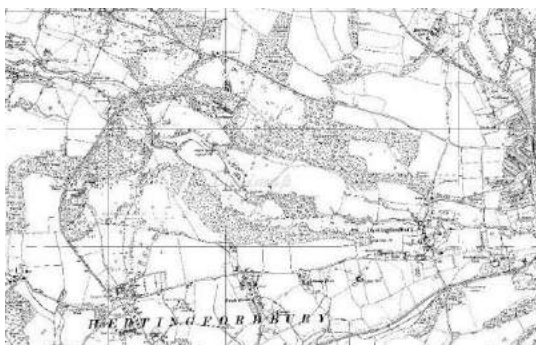
1884 OS



1938 OS

3.1.12 The 1880s Ordnance Survey maps are the first to show the estate and the extent of its C19 landscaping. The detailed 1880 OS map shows that the earlier C19 landscaping has been supplemented by substantial plantation and woodland planting, including Lady Hughes', Evergreen and Blakemore Wood, parts of which survive today despite the quarrying activities. The distinction between the Repton designed parkland and the expanded Panshanger grounds is no longer clearly delineated on this OS with the Osier beds and Chisel shelf of the Mimram valley 'landscaping' blurring the former division and seemingly running unenclosed towards Hertingfordbury.

3.1.13 When the seventh Earl Cowper died without issue, his niece Lady Desborough (née Ethel Fane) inherited the estate. However, Baron Desborough's seat at Taplow Court accommodated the Desboroughs, leaving Panshanger as a 'holiday home' for occasional use.



1965 OS



1981 OS © Crown copyright and database rights 2016. Ordnance Survey Licence number 100053298.

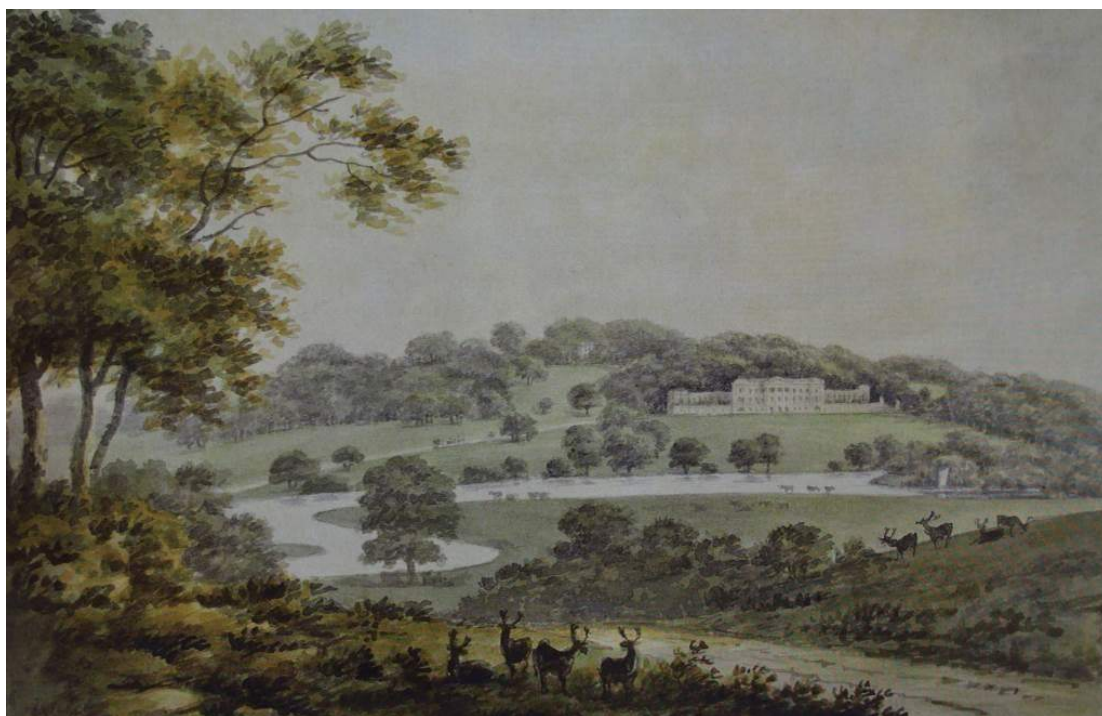
3.1.14 Lady Desborough sold c.1,500 acres of the estate to Ebenezer Howard, and this land was incorporated into the suburbs of Welwyn Garden City. Further, smaller, sales of land and art associated with the house facilitated the disposal of the estate. With the death of Lady Desborough's three sons, two in the First World War and one in a traffic collision, Panshanger was left for sale on Lady Desborough's death in 1952. The house and 89 acres of

the parkland were demolished following their sale in 1953, and the site was, until very recently used for gravel extraction.

3.1.15 The extensive list description for Panshanger Park is included in Appendix 2.

### Heritage Significance

3.1.16 The site's heritage significance is primarily derived from the remains of the south-facing orangery (built for the seventh Earl Cowper in c.1856 and Grade II listed) and the west-facing conservatory form an important part of the site's heritage significance. These ruins suggest the architectural and social history of the site. However, not enough remains to freely communicate the historic uses of the site, and the use of a significant portion of the land for grazing (most likely a legacy of Lady Desborough's plan to avoid inheritance tax on the estate by declaring land for agricultural use) limits the extent to which the landscape reads as a historic park or garden.



*Figure 7: Image from Humphry Repton's red books for Panshanger and Tewin Water, Hertfordshire, 1799-1800 with an introduction by Twigs Way (Hertfordshire Record Society, 2011) p.43*

3.1.17 Bushe said of Panshanger and Cole Green in 1981 that 'The great park they [the Cowpers] created is now largely farmland again.' Similarly, Twigs Way noted in 2011 that 'much of Repton's designed landscape [at Panshanger] has now been destroyed by neglect and later alteration.' The loss of Panshanger's extensive formal gardens is mitigated somewhat by the limited survival of the wider scheme of landscaping (incorporating open pastures), which undeniably played a historic role in defining the site and therefore comprises the bulk of its heritage value today.

3.1.18 Panshanger was designed by Repton to be linked to Tewin Water, Digswell, and Cole Green specifically. Repton was commissioned to landscape the sites at Panshanger, Cole Green House and Tewin Water, but only gave informal advice at Digswell, which was landscaped by



Capability Brown. Cole Green forms part of the Registered area of Panshanger Park (on the south side of the A414).

- 3.1.19 Repton noted in the 1799 Red Book for Tewin Water (quoted below) that, due to Panshanger and Cole Green sharing owners, the four sites gave each other;

*[A] degree of extent and consequence which it could not boast exclusive of the others, and while each possesses its independent privacy and seclusion, their united woods and lawns will be extending thro' the whole valley enrich the general face of the country.*

- 3.1.20 The implication of the notes in the Red Book is that Repton intended that the Panshanger site should not only seek to create beautiful views from the house (particularly views of trees and decorative landscape elements looking east from the site, and of bodies of water viewed along the valley), but also to create views of the house from the other sites. Repton's design therefore incorporated the house, outbuildings and garden elements into a coherent whole, as well as accounting for interaction of views with the landscapes he created at nearby sites.



Figure 8: A view of Panshanger House from across the lake and the aconite and snowdrop wood.

Pub Orig CL 11/01/1936

<http://www.countrylifeimages.co.uk/Image.aspx?id=8c481aa8-fa6b-48fb-8eae-538f5d37e01f&rd=2|panshanger||1|20|14|150>



Figure 9: Marble vase on the south terrace at Panshanger Park.

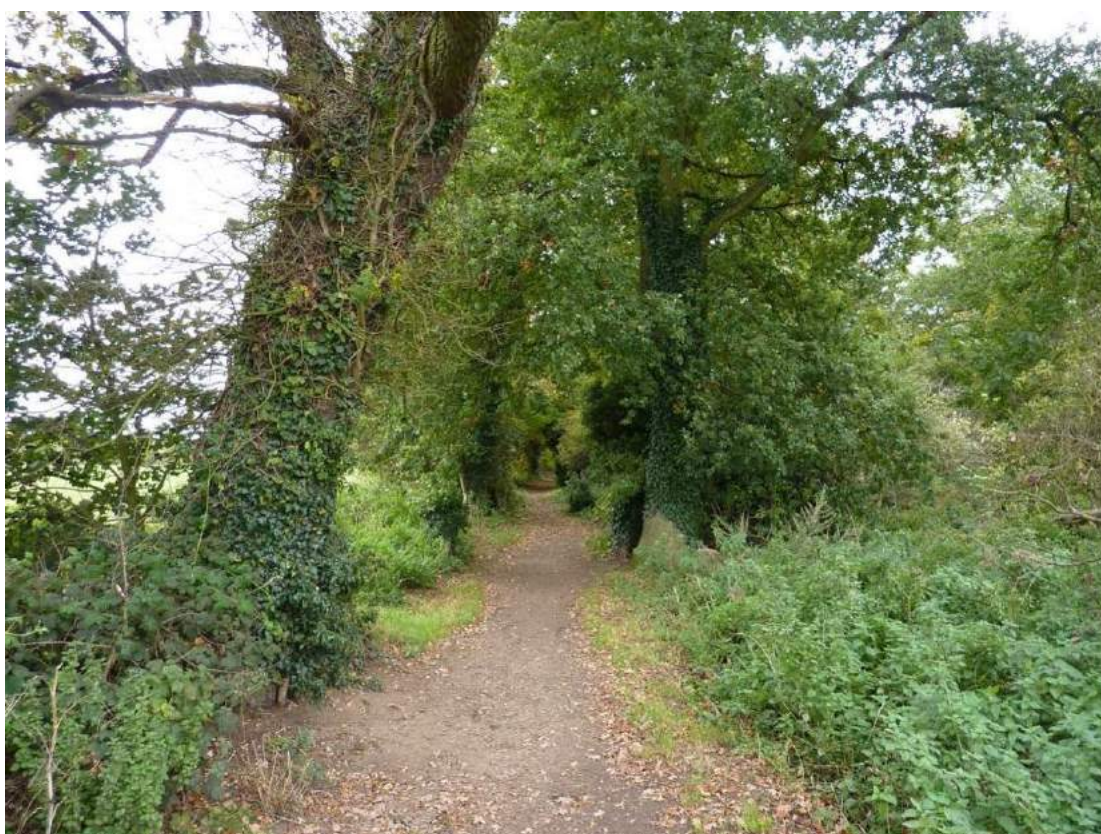
Pub Orig CL 11/01/1936

<http://www.countrylifeimages.co.uk/Image.aspx?id=34a374a3-7284-4aaf-bf90-82a2d62e5780&rd=2|panshanger||1|20|14|150>

- 3.1.21 The role of horticulture and agriculture in maintaining a seat on the scale of Panshanger, both in terms of productivity and social status, is most readily appreciated through the comprehension of land allocation and of the relationship between buildings and grounds; with the buildings mostly lost, this heritage is communicated primarily by the surviving landscape. Therefore, the retention of wooded areas as site boundaries, and undulating areas of pasture sloping towards the valley bottom, convey the diverse historic uses of the

site before, during, and after the Cowpers' occupation, despite the extensive changes the site has undergone over the years.

- 3.1.22 In terms of the park's setting, its physical surroundings have altered considerably as the area around Panshanger has been developed over the years. However, this has not compromised the experience of the asset excessively, as the park's boundaries are generally heavily wooded and provide a buffer against intrusive surrounding elements such as residential roofscapes. One element that has proved intrusive is the bisecting road (A414), which compromises the park's setting both physically and visually, as it once more divides the Cole Green and Panshanger grounds which Repton's designs amalgamated, and in terms of noise with the din of traffic is a very intrusive feature at the southern side of the park.



*Figure 10: Wooded boundary path of Panshanger Park*

- 3.1.23 A further intrusive change to the park's setting is the gravel extraction undertaken in recent years, which impacted the site's heritage interest significantly. This is noted as particularly affecting the depth of the valley bottom in the historic view from the site of Panshanger House towards Cole Green – a view listed in the 1799 Red Book by Repton. This can be considered as having compromised the key view.
- 3.1.24 The park must also be considered in terms of its associative attributes, not only in regard to Panshanger's history, but in light of its design in conjunction with neighbouring sites which formed or complemented the Cowper Estate, such as Tewin Water (discussed below). Changes to the landscape mean that not all of these views can be appreciated from the ground as originally intended, but some do survive.

- 3.1.25 In light of the prominent role of landscaping in creating Panshanger Park and situating Panshanger House, the immediate and adjacent setting of Panshanger Park arguably has a significant impact on how the site is experienced as a heritage asset. Any further loss of (or damage to) the park's landscaping could further divorce the site from the pattern envisioned and established by Repton, reducing its associative historic value as well as the aesthetic value of the key views.
- 3.1.26 The focus of the park was and continues to be the River Mimram the valley of which forms the connection to Tewin Water. Thus any surviving views between these two Registered Parks and the intervening historic landscapes and settlement patterns contribute positively to the setting of both Panshanger Park and Tewin Water (discussed further below).

### **Setting Assessment**

- 3.1.27 The Panshanger Aerodrome site (WGC4), site allocation WGC9 and the Birchall Garden Suburb site (WGC5/EWEL1) all lie in close proximity to the western boundary of Panshanger Park with WGC5/EWEL1 actually abutting the park boundary (albeit across Panshanger Lane) briefly. The two sites on the western fringe of Hertford also partially abut the east and north boundaries of the Park – that to the north across the B1000.
- 3.1.28 Despite the proximity of Welwyn Garden City and Hertford in particular to the east, the immediate surroundings of the Registered Park remain largely rural. However, this rural context has been compromised by the A414 dual carriageway to the south and the gravel extraction that has occurred to the north. The dense woodland plantations on the boundaries of the park which provided the original parkland with a 'landscape of polite exclusion' (Spooner, 2015) however enclose the park and limit views out of and into the park. The historic planting has been reinforced by modern boundary planting, but this has not reflected the full diversity of species used historically. Nonetheless it provides visual screening of the road and urban fringes of Hertford, but cannot sufficiently mitigate the traffic noise from the A414 which also cuts off the Cole Green area of Registered parkland from the bulk of the Panshanger Park.
- 3.1.29 The urban fringes of Welwyn Garden City impinge less on the western boundary of Panshanger as they are currently separated by the Panshanger Aerodrome site (WGC4) which was of course formerly part of the Panshanger estate. The WGC5/EWEL1 site just to the south of the aerodrome, encompasses much of what appears to have been a former manorial estate (related to Holwell), although a vast artificial plateau has been created around Holwellhyde Farm infilling a former huge gravel extraction complex on the site and creating the fishing lake to the east of Holwellhyde Farm. Today, the gravel extraction has finished, but an inert material recycling facility is still evident just south of the B195 to the immediate west of Holwellpark Wood. This facility has a similar appearance to the former gravel extraction facilities and effectively continues this recent (C20) local land use characteristic of the area in and around Panshanger Park.
- 3.1.30 The change in the manorial landscape to the west of Panshanger Park to one disturbed by the aerodrome construction and mineral extraction, has eroded the historic landscape character of this area, but it remains largely rural in character with the return of the land to



grassland and arable cultivation. The aerodrome was never much more than a grass strip, and the retention of several large woodland blocks in the area (Holwellpark Wood, Henry Wood) maintains this historic landscape character feature. The woodland blocks and openness of the land to the west of Panshanger is important to its rural setting as it maintains an element of the park's original landscape context and how it was designed to be experienced.

3.1.31 To the south, the A414 is an unfortunate intrusion into the otherwise relatively tranquil pastoral landscape character that survives to the south of Panshanger Park. In contrast, the landscape to the north of Panshanger is largely flat open arable farmland. However, the heavily wooded Marden Hill estate and Selebroom Wood, breaks up views north and northwest from the northern boundary of Panshanger. Although the Victorian mansion of Goldings and its Registered Park and Garden are just visible in views across from the northeast edge of Panshanger, past the modern development at Sele Farm on the outskirts of Hertford, of the most importance is the relationship between the estates along the Mimram Valley, northwest of Panshanger. Surviving longer views between these estates are therefore of importance to the appreciation of Panshanger park.

3.1.32 The Cowpers were, during the C18 and C19, the owners of all five estates (Panshanger, Cole Green, Marden House (now Hill), Tewin House (now demolished) and Tewin Water) along the Mimram Valley, ensuring a close visual connection in the landscape along the river valley. Although this has clearly been diluted over time with the break-up of the estates and the loss of properties, the connection between the surviving landscapes of these estates is still an important part of the setting to Panshanger Park.

## 3.2 Former Panshanger Aerodrome

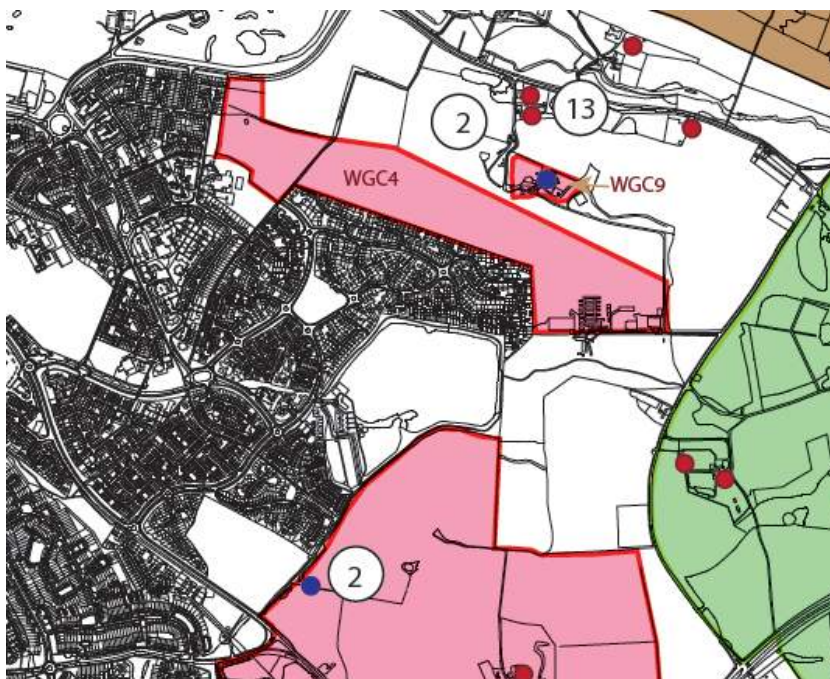


Figure 11: Panshanger Aerodrome – location of non-designated heritage assets (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

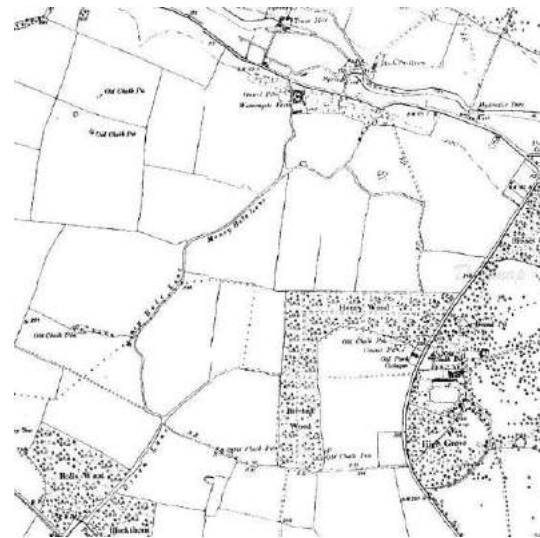
3.2.1 The former Panshanger Aerodrome and its surviving structures have been assessed for listing (the Mess Block and the Decoy Site Control Room) by Historic England, and conservation area status (by both Welwyn Hatfield Borough Council and the Secretary for State) and were not considered to meet the statutory designation criteria. It is however acknowledged that the aerodrome and some of its structures (notably the Mess Block and the Decoy Control Tower) are of local interest.

3.2.2 Atkins produced a Historic Assessment of the Panshanger Airfield in 2013 for Welwyn Hatfield Borough Council. That report sets out the history and significance of the site and its structures in full detail. However, a summary of the report and conclusions together with additional commentary are produced here. It should be noted that since the Atkins Assessment, many of the structures on the site have been demolished.

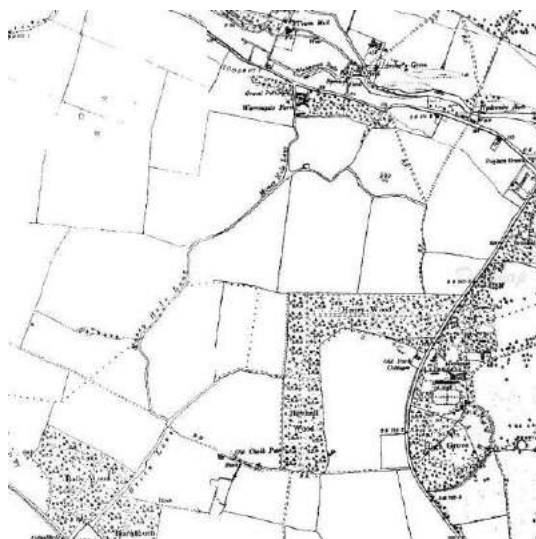
### Historic Development



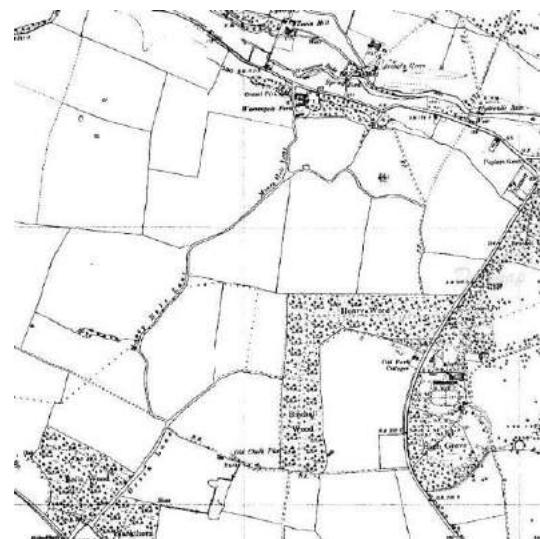
1884 OS



1899 OS



1925 OS

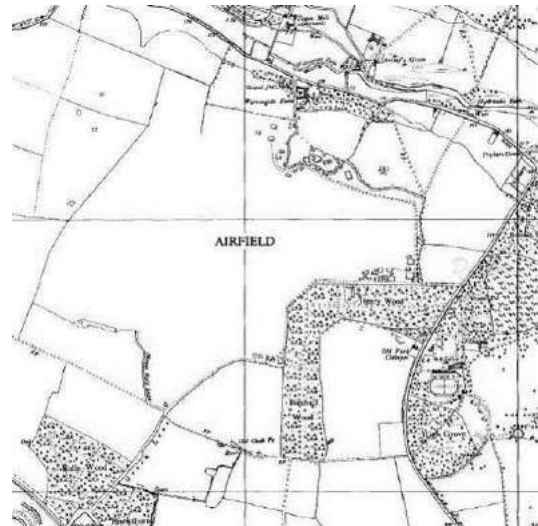


1938 OS

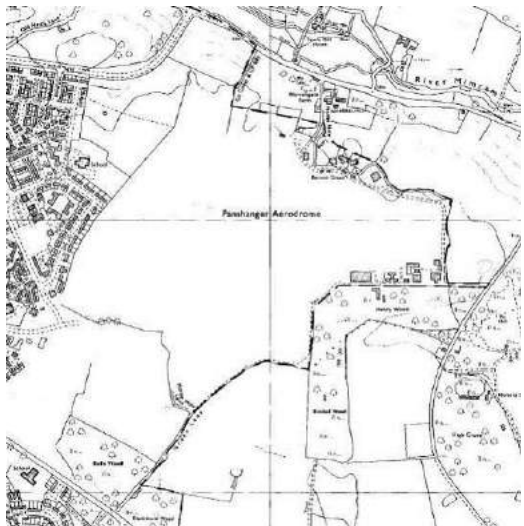




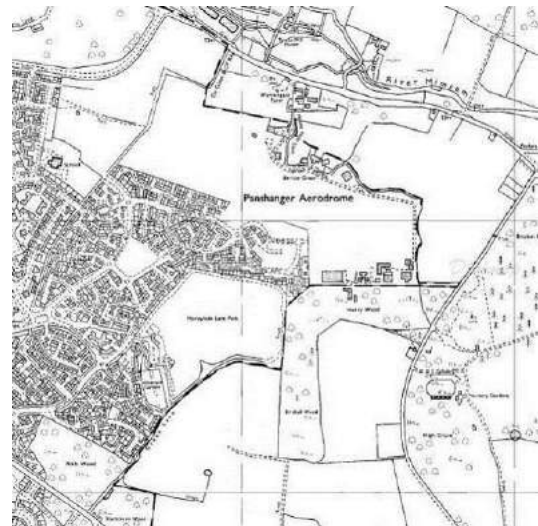
1944 RAF map



1965 OS



1981 OS



1991 OS

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- 3.2.3 Land (248 acres) associated with the Panshanger estate and used historically for agricultural purposes was acquired by the Air Ministry in 1940 and put to use as a three-dimensional decoy factory during the Second World War, diverting German planes from the nearby de Havilland aircraft factory at Hatfield. The structures were all built of wood and canvas except for the control room which was a brick-faced rectangular bunker.
- 3.2.4 In 1941 the grass fields around the dummy factory were used as a reserve landing ground for flying training, resulting in the erection of hangars, technical buildings and barracks north of the airfield (the North Site) at Bericot Farm. Expansion led to a second phase of buildings being constructed at the SE corner of the airfield (the South Site) in late 1942 to 1943 following the dismantling of the decoy factory in 1942.
- 3.2.5 In 1953, the aerodrome was sold in lots, with part going to the Welwyn Garden City Development Corporation, and only the South Site was kept in operational use. The aerodrome had been used by flying clubs for training and recreational flying since 1946 and it became more commercial in nature from around 1960 when the London Aeroplane Club



sought to expand the business use of the airfield. The airstrips were rearranged from their original layout and later provided a base for the North London Flying School, which operated from the site from c.1993 until the site's closure in 2014.

- 3.2.6 In 1965 the Welwyn Garden City Development Corporation purchased more former aerodrome land and the first phase of housing to encroach on the airfield began. Further development resumed in 1986 (completed 1993), resulting in a considerable portion of the original airfield being developed for housing which has divorced the visual and physical relationship that the aerodrome historically shared with the decoy factory (Atkins 2013). The dispersal of land associated with the aerodrome site has diminished its original footprint (as shown on the map regression below), and the loss of buildings connected to the site's aviation history has compromised the airfield to the extent that it has been considered of insufficient interest to warrant statutory designation as a heritage asset.

### **Heritage Significance and Setting Assessment**

- 3.2.7 Past community consultations concluded that whilst there is a strong communal value assigned to the aerodrome site, this value lies in its historic role as a decoy site, rather than being invested in the surviving structures or elements of landscape. Nonetheless, a handful of structures have been identified individually as being of local historic interest, namely the Decoy Site Control Room, the Mess block and blister hanger on the North Site, and two blister hangers on the South Site. The blister hangers on both the North and South Sites have now been demolished.
- 3.2.8 The Decoy Site Control Room's heritage interest stems from its historical value as a rare survival of an early special fire (Starfish) control room structure. It was also the only permanent building associated with the decoy factory. However, it was located 800 yards south of the decoy factory and although clearly functionally connected, did not have a visual relationship for obvious operational reasons with the temporary decoy factory. It appears to have been outside the defined area of the airfield site by 1944 (see RAF Record Site Plan) and does not therefore have group value with other surviving structures. It is its historic connection to the decoy site (now Moneyhole Lane Park) that is of importance. Atkins' 2013 assessment notes that the building's woodland setting is of importance to its significance as this screened the building when in use. The existing openness of the surrounding agricultural area is historical, but does not directly impact upon the heritage interest of the control room, although it provides a connection to the former decoy site.
- 3.2.9 The Mess Block in the North Site was a key element of the North Site complex and in 2013 survived relatively intact, although partly converted to domestic use. Its interest too lies in its historical value, but as part of an existing group, it is more reliant on the retention of the other structures on the North Site to maintain its heritage interest, particularly as its relationship with the airstrip to the south has been altered and eroded functionally. The maturing of the historic vegetation belt along Moneyhole Lane has further served to divide the North Site from the airstrip, providing a visual barrier. Nonetheless, the location of the Mess Block and the other surviving structures on the North Site would be difficult to

understand without the presence of the airstrip, although the existing severance between them has already impacted upon this appreciation.

- 3.2.10 There were previously three Blister hangers that were identified as being of heritage interest in the 2013 Atkins report; these are now demolished. The South Site hangers were the most publicly visible of the wider site's structures, seen from Panshanger Lane, but still modest structures in the landscape.
- 3.2.11 The late C20 Welwyn Garden City housing development now forms a large element of the setting of what remains of the site, and has altered it from relatively open countryside typical of World War II aerodromes to a well-developed residential area. Similarly, the expansion of housing to the southern boundary of the airfield has divorced the surviving grounds of the airfield from the original decoy site, compromising its associative value. These developments predominantly affect views and the site's setting to the southwest. Fortunately, a comprehensive body of documentary evidence records the aerodrome's history, and so the site's earlier history is well-recorded, though no buildings of special (national) historic or architectural interest relating to the aerodrome survive on the site.

### 3.3 Birchall Farmhouse, Barn and Stables – Grade II listed buildings



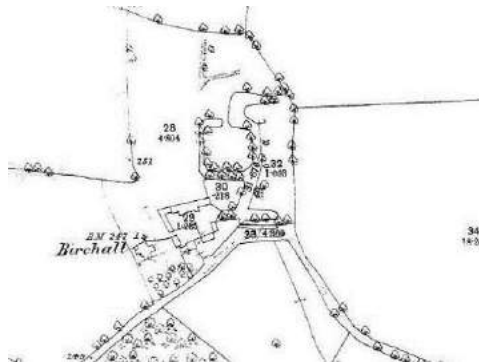
*Figure 12: View of Birchall Farm from the north*

- 3.3.1 Birchall Farmhouse, Barn and Stables are a Grade II listed, partially moated, agricultural site. A plan dated 1738 records Birchall Manor, 'otherwise Birchall Farm', but previous records indicate that the site went by a range of homonyms to Birchall, such as Bircholt. This inconsistency has complicated documentary research regarding the farm.
- 3.3.2 "Bircholt" comprised a parcel of lands granted from c.1316 to c.1325 to the Prior and convent of Holy Trinity, London, by John de Rochford. The convent surrendered these lands in c.1531, with Sir Thomas Audley taking the site in c.1534, before conveying it in c.1539 to William Cavendish.

- 3.3.3 At some stage, the land reverted to the Crown, as it was granted to Henry Best and Robert Holland by Queen Elizabeth I in 1599, then conveyed to Sir Robert Wroth, whose line the site passed down until 1621 before being sold into the Trevor family, in whose line the site passed until 1676 when records of the site briefly cease. Later records of the site show that, in c.1871, Hannah Pennyfather lived at Birchall Farm with her unmarried son William, following the death of Hannah's husband Benjamin Hill.
- 3.3.4 The date at which the existing farm buildings were constructed is unknown, but the list descriptions describe the farmhouse and stables as late C18 and the barn as C17. HHER no. 682 (Moated Site, Birchall, and Hertingfordbury) notes that early C18 estate maps show the house enclosed by a moat. Cartographic records annotate Birchall from at least 1822 (Bryant), although the 1766 Dury and Andrews map also shows a group of buildings (unnamed) just to the west of Cole Green Park which may be the Birchall buildings, although no moat is shown. However, accounts for rents are held 'for the farm of the manor of Bircholt [identified by the archivist as referring to Birchall], 1558 and 1600', indicating that agricultural work was established on the site by the dates given.
- 3.3.5 A snapshot of Hertingfordbury memories compiled by Elizabeth Dodson supports this, having described Birchall Farm in 1964 as below:
- 240 acres run by Mr Pearce, 1 man and a boy with 3 tractors. 110 acres barley 50 acres wheat 40 acres sugar beet 15 acres oats 15 acres potatoes. These were hand-picked by casual women labour from around Hertford and Ware. New venture was a market garden with runner beans and lettuce to supply shops in Welwyn Garden City. The livestock included 5 cows, 7 calves and one bull. [http://www.hertsmemories.org.uk/page\\_id\\_723.aspx](http://www.hertsmemories.org.uk/page_id_723.aspx)*
- 3.3.6 The heritage significance of Birchall Farmhouse, Barn and Stables is largely derived from their special architectural and historic interest as a late C18 (and earlier) farmhouse and agricultural complex, which forms part of the material record documenting farmsteads from this period. This significance is reflected in their Grade II listed status. However, the site also holds significant archaeological interest, recognised by its incorporation within an Area of Archaeological Significance (EHDC), and because of the remains of the possible medieval homestead moat.
- 3.3.7 The site is surrounded by relatively flat, open agricultural land as the farm sits on the plateau between the Mimram and Lea valleys, with hedgerows marking field boundaries. There are woodland plantations nearby with Birchall Wood to the north, Blackthorn Wood to the west, and Holwellpark and Great Captain's Woods to the south across the B195 road which is quite prominent. The partial moat was largely infilled in 1972 when the B195 was constructed to bypass the northward curve of Birchall Lane from which the farm is accessed. This has provided the farm with a private access road, the western end of which is blocked at its junction with the B195, and some separation from the busy B195.
- 3.3.8 The farm complex has evolved from a clear enclosed farmyard arrangement visible in the first edition OS map to the looser arrangement of structures (by 1972) which exists today. The rural landscape of the farm's immediate context has not changed significantly over the course of two centuries, with the clear exception of the development and expansion of

Welwyn Garden City to the west. However, the encroachment of the town is largely screened and contained by the mature vegetation which lines the historic Green Lane which runs between Moneyhole Lane to the north and Birchall Lane.

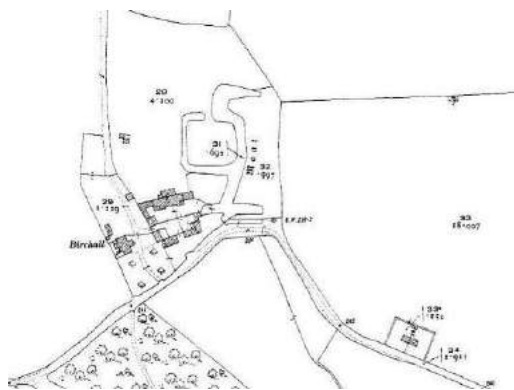
- 3.3.9 The farm complex has a clear functional relationship with the agricultural land which encircles the site on the north side of the B195. This relationship is weaker on the south side of the road with the former gravel extraction site and the strong woodland block, but views across the B195 still look across open fields to the west of Holwellpark and Great Captain's Woods. This rural agricultural landscape contributes positively to the significance of the Birchall heritage assets.



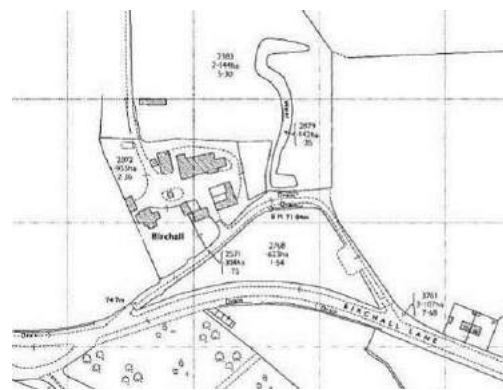
1880 OS



1898 OS



1923 OS



1972 OS © Crown copyright and database rights 2016. Ordnance Survey Licence number 100053298.

### 3.4 Holwellhyde Farmhouse – Grade II listed building

- 3.4.1 Holwellhyde Farmhouse is located in the historic parishes of Hatfield and Hertingfordbury (now it falls within the unparished part of Welwyn Hatfield Borough) and is detailed in sketches dating from c.1883. Sale particulars of the farm survive, dating from October 24, 1890. The farm was purchased by Earl Cowper in 1892, and remained part of his estate until it was sold on in 1919.
- 3.4.2 A newspaper article dating from 1883 noted that ‘Holwell Hyde’ contained a ‘modern farmhouse, a very compact set of newly-erected buildings and a pair of good cottages’ in addition to wooded land. Also part of the site was ‘Holwell’, described as containing a ‘substantially-built old-fashioned farm residence’. Attractive hunting prospects and the

‘picturesque aspect of the locality and the social advantages which the situation of the estate’ held were also cited as positive qualities of the site.

3.4.3 The list description is as below:

*C16 or early C17 farmhouse with C19 additions and modern alterations. The gabled cross wing to the left was reconstructed in the mid-late C19, 2 storeys in painted brick with slate roof. The original, central, section is of 2 storeys, tiled and rendered over a timber-frame. One casement window to both storeys. This section has exposed timber-framing to part of the interior and original roof timbers and brick chimney stack, with grouped flues. An extension of one storey to the right, although now mainly of modern brick, incorporates original ceiling beams.*

3.4.4 The listed building on the site, is in all likelihood the ‘substantially built old fashioned farm residence’ referred to in the 1883 newspaper article. Indeed, there are structures evident on the 1766 Dury and Andrews map and Bryant’s map of 1822 in the broad location of Holwellhyde Farmhouse, but no structures are annotated as such until the old edition OS map of 1834 which names ‘Holwell Hyde’. A small hamlet named Holwell (or Holywell) is, however, depicted in earlier maps immediately to the north of the River Lea, by Essendon Mill and Bury, to the south of Holwell Hyde.

3.4.5 The East Herts District Landscape Character Assessment (Area 45) notes that the propensity of Holwell related names indicates a formerly extensive estate in the area and indeed a ‘hyde’ is a Saxon land measurement (120 acres) used as part of the process of enlarging the area of cultivated land around the edge of a manorial site. There are records of a Holwell Manor in the parish of Hatfield until 1794, but after this none (VCH: Hertford, Vol. 3, 1912). It is likely that the farmhouse was related to the manor estate, but that this estate was dispersed in the C19.

3.4.6 An advertisement from 1885, in the form of an article entitled *Why Potatoes are Cheap, Enormous Crops*, cited Holwellhyde Farm as successfully producing a significant crop of potatoes for export to London and Hertfordshire. The documentary evidence supports the agricultural use of the property (most likely continued from its earliest origins), as opposed to any more formal status of the site.

3.4.7 A further advertisement from 1890 announced the upcoming auction of the farm, described as a ‘residence, homestead &c. and 33 acres.’ This indicates the change to a more domestic nature of Holwellhyde Farm as the C19 gave way to the C20. Interestingly, the site is labelled ‘Home for Wayfarers’ in the 1939 OS map, suggesting that the site was not for exclusively agricultural use. However, aside from the accumulation of some small outbuildings, the site retains largely the same footprint throughout the map regression with the main changes occurring in the landscape around it which originally featured woodland plantations – Moat Wood and Thumb’s Wood are evident in the first OS maps.

3.4.8 The site’s heritage significance comes from showing not only the past agricultural function of the site, but situating it in a wider social history that incorporated provision for ‘wayfarers’ (with ‘wayfarer’ sometimes used euphemistically to refer to the homeless). The 1939 OS



map is also notable as it shows the removal of Moat Wood southwest of the farm, presumably for gravel extraction which was already taking place further west. The deforestation of this woodland block has better revealed the moated site that was possibly the location of the original Holwell manorial site, although there is an existing (Grade II listed) Holwell Manor in Essendon.

- 3.4.9 Post-World War II (certainly by 1960), the open landscape immediately to the north and west of the property became part of the expansion of Welwyn Garden City and the domestic character of Holwellhyde Farm became more established with the construction of Thistle Grove (part of the Hall Grove eastern expansion of Welwyn Garden City). The land to the west had conversely become more open with the loss of the woodland blocks (Moat and Thumb's Woods) and degraded with the loss of historic field boundaries because of gravel extraction. Since the 1930s, the area was gradually infilled as extraction finished and the land returned to secondary grassland and arable use.
- 3.4.10 Thus the agricultural context of the farm has returned, but it has lost its past historic connection to the site. The change in use of the property away from agriculture to a more domestic/residential character, which seemingly began at the end of the C19, has also substantially altered the relationship with the surrounding landscape.

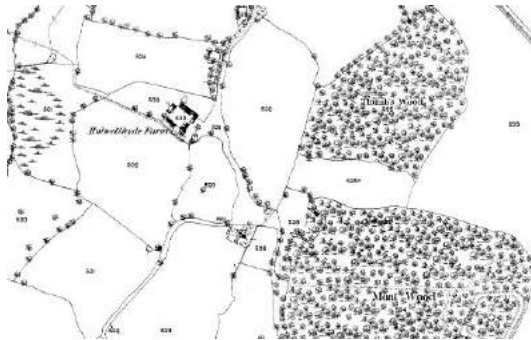


*Figure 13: View of Holwellhyde Farm from southwest*

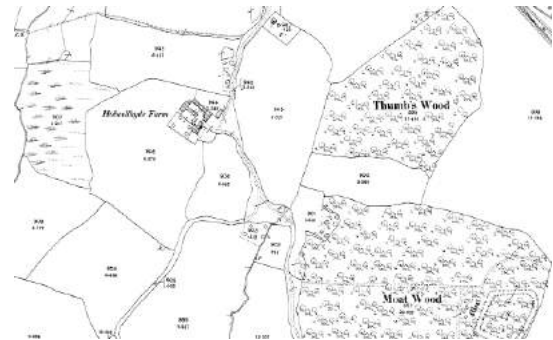
- 3.4.11 Holwellhyde Farm today has an extremely secluded character from Holwell Hyde Lane despite extensive development to the north of the site, due to being set back from Holwell Hyde Lane and having well-wooded boundaries. As a result, the property is not readily visible from even close proximity from the west due to its densely planted boundaries which imbue the site with a secluded domestic character. It is, however, significantly more open to the south where it overlooks an open arable field to the southwest, and which provides a direct relationship with the surrounding remaining agricultural landscape and enables longer views southwest towards the Mill Green Golf Club on the southern edge of Welwyn Garden City. The presence of a pair of Thistle Grove properties does however provide a reminder of

the proximity of Welwyn Garden City to this farm complex, although the majority of the development is well screened by vegetation.

3.4.12 Consequently, it is considered unlikely that changes in the surrounding environment to the west would significantly impact the farm complex's setting, whilst the land to the north has already been heavily developed. However, the remaining open agricultural setting to Holwellhyde Farm to the south, and particularly to the southwest, is important as the remaining element of the former open agricultural landscape in which it was formerly located, despite the evident decline in importance of its agricultural function over the course of the C20.



1880 OS



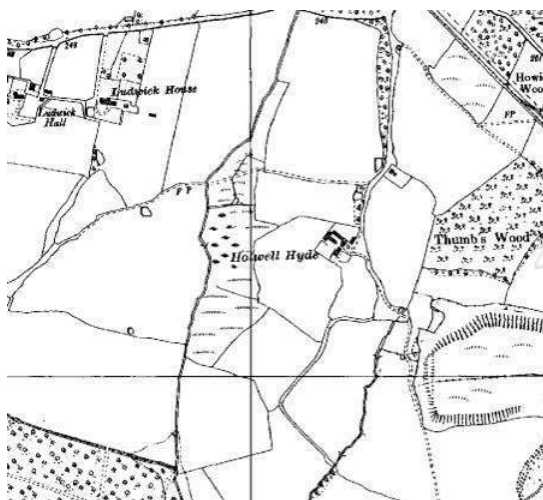
1898 OS



1923 OS



1939 OS



1965 OS



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### 3.5 Goldings – Grade II Registered Park and Garden, Grade II\* Listed Building and ancillary Grade II Listed Buildings

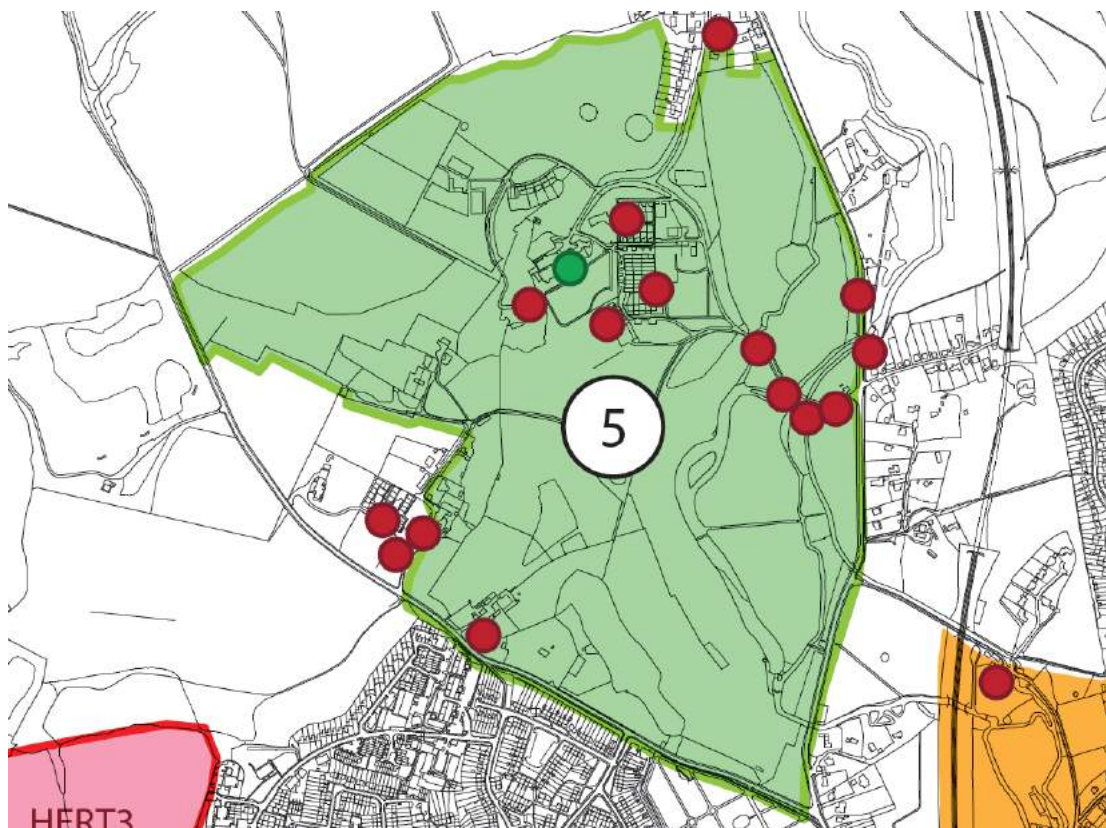


Figure 14: Goldings - Registered area in green, Grade II\* listed house (green dot) and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

- 3.5.1 Goldings is a Grade II registered C19 Park and Garden within which is the Grade II\* listed main house and Grade II listed ancillary buildings. The site is located 4km to the northwest of Hertford, with the A602 North Road bounding it to the east, the Bramfield Road to the south and west, and Waterford Village to the North.
- 3.5.2 The main house is part of an estate which was owned by the Hall family from 1695 - 1748. In c.1700, Thomas Hall built a house situated in farmland; by the time of the property's sale in 1770, the building was described as 'a large and elegant mansion house built on arches with three fronts and a farm of 210 acres' with adjacent meadowland.
- 3.5.3 From this, it appears that the estate's surrounding farmland was used to create the extensive pleasure grounds sculpted under the ownership of Robert Smith, to whom Goldings passed in c.1861. Smith created a new house in the Tudor style on a higher vantage point in the site, in order to create a view across the site to Hertford, and enlarged the parklands. However, Smith's son sold Goldings in 1921 to Dr Barnardo's Homes; from then the site passed to Hertfordshire County Council before moving into private ownership and being subdivided into flats.
- 3.5.4 The house and parkland have survived well together, and aspects of the C18 estate have survived in the parkland. Notable tree specimens including Wellingtonias are well

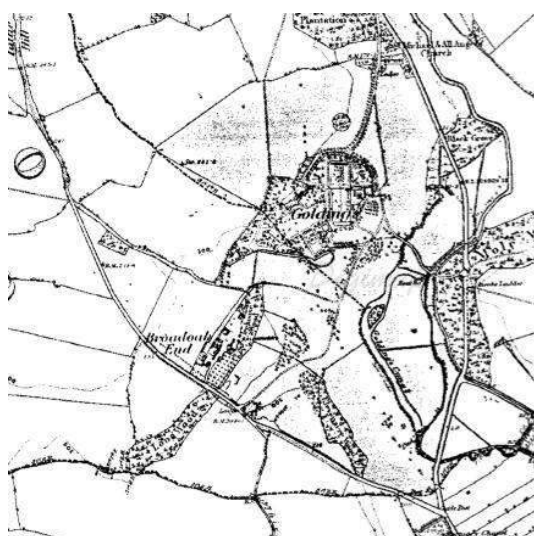


established in the grounds, and the remains of walled gardens can be found c.20m from the main house, which related to the original property on the site. The survival of the physical and ornamental aspects of the grounds is significant and make a positive contribution to the setting of the site, although nearby developments (notably along Devey Way) reduce the extent and impact of the historic grounds.

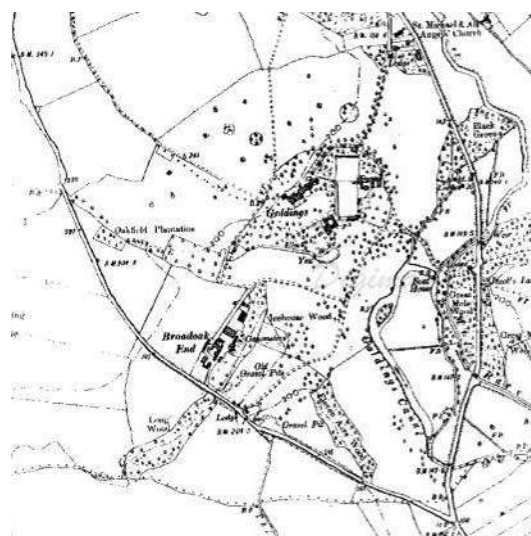
3.5.5 Modern enabling development at Goldings has had a neutral impact on the setting of the site. Whilst development has reduced the degree to which the extended historic landscape has survived, which is clearly a negative outcome, it has facilitated the continued residential use of the site in a positive way that has maintained the listed buildings, and has also enabled the preservation of aspects of the historic parkland and gardens. This has generated a balance of survival and adaptation within the site overall, which can be viewed as a neutral long-term impact on the site.

3.5.6 The Sele Farm western expansion of Hertford now abuts the southwestern boundary of the Registered area of parkland across the Bramfield Road which was diverted in 1870 to bring more land into the park to the south and west. The new house (1871-77) was positioned to take advantage of views south/southeast across the 'Canal' towards Hertford and the landscaping ensures that the eye is drawn in this direction, although views are also possible eastwards to the wooded hillside east of the River Beane.

3.5.7 Unlike many of the other properties in the area, Goldings was never part of the Cowpers (the owners of Panshanger) landholdings and it is clear that there was no intentional views between the Panshanger estate and Goldings, and indeed Broadoak End (Grade II listed) lies just south of Goldings, further separating the two. The land between the two estates was however open farmland with small blocks of woodland such as Hanging Grove and Long Wood which survive today. The open farmland has however been much eroded with the north-western expansion of Hertford and extensive mineral extraction has occurred south of Long Wood along the B1000, including within the northernmost of the two proposed allocation sites west of Hertford.



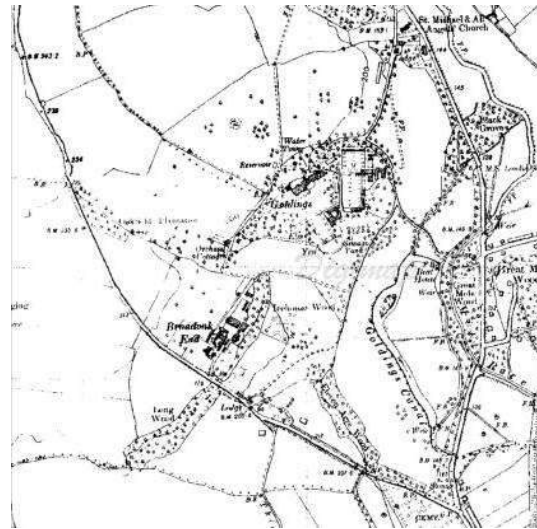
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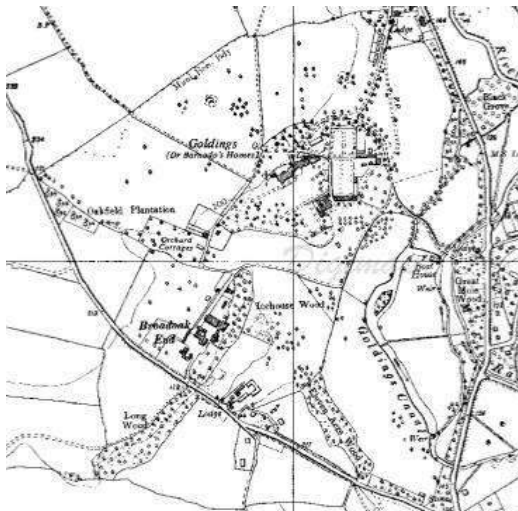
1899 OS



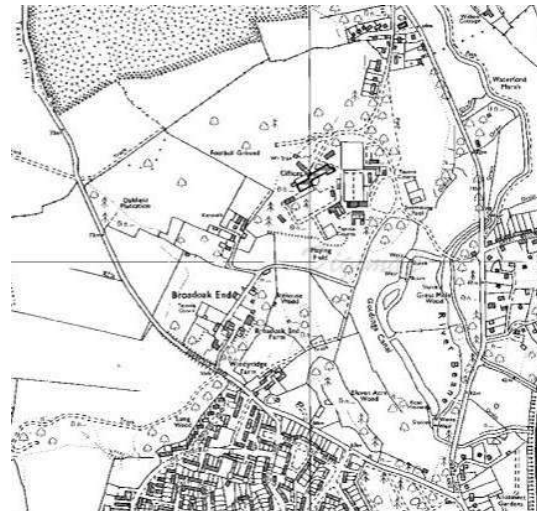
1925 OS



1938 OS



1960 OS



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### 3.6 Church of St Peter, Tewin – Grade 1 listed building



Figure 14: Church of St Peter, Tewin (south elevation)

- 3.6.1 The church of St. Peter is a flint-rubble walled, stone-dressed church in a rural location south-west of Tewin village. The church has a very low west tower, and consequently does not command the surrounding landscape in views north up the north slope of the Mimram Valley. Instead, it appears “nestled” in its surroundings when viewed from Panshanger Aerodrome. The church is set within pockets of mid-density woodland and gently rolling fields, bounded by hedgerows, creating a very rural scene.
- 3.6.2 The church is composed of a chancel with a vestry to the north, a nave with an aisle and porch to the south, and a tower to the west. Registers of the church date from 1559, although artefacts maintained by the church include a communion cup dated from 1564.
- 3.6.3 It is believed that the nave and chancel date from the C11 or early C12, with adaptations made in the C13 to insert the south aisle and clerestory windows. The C15 nave roof with moulded tie-beams survives. The addition of the west tower is believed to first date from the C15 or C16, with repairs carried out during the C19. The building’s evolution is illustrated below:

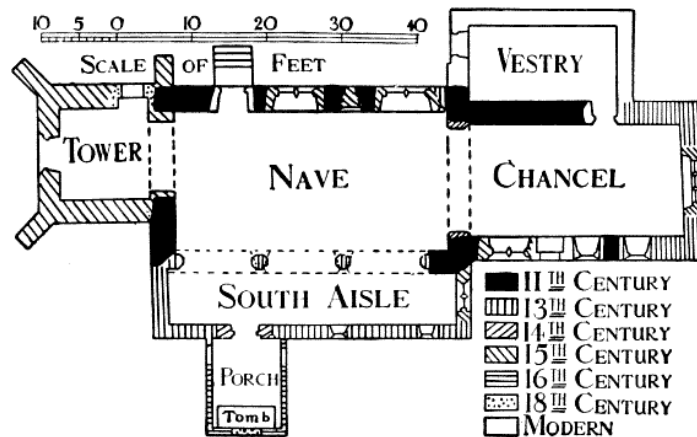


Figure 15: plan of Church of St Peter, Tewin [Parishes: Tewin', in *A History of the County of Hertford: Volume 3*, ed. William Page (London, 1912), pp. 480-487 <http://www.british-history.ac.uk/vch/herts/vol3/pp480-487>]

- 3.6.4 The church is visible from the west end of the Panshanger Aerodrome site (WGC4) as it lies directly north from this part of the site across the Mimram Valley on the rising land of the north slope. It sits on the southern edge of the scattered village of Tewin within a small churchyard which is well landscaped with shrubs and trees which filters views south from within the church’s ‘curtilage’. However, the edge of the existing Panshanger development is visible on the horizon in long views from the southern side of the church’s ‘curtilage’ through the existing landscaping belt that defines the northern edge of the former aerodrome site, particularly in winter. The existing woodland block just to the west of the airstrip (within the publicly accessible area of site allocation WGC4) provides a stronger screening element and the Panshanger development is far less visible here.
- 3.6.5 In wider views south, from north of the church, the tower particularly is seen in the skyline with the southern side of the Mimram valley rising gently behind. These views to the south are filtered by vegetation along the river and around the edge of the Panshanger part of Welwyn Garden City, but are extensive in comparison to vistas in other directions which are



limited by woodland. These views south allow glimpses of open areas on the southern slope of the river valley which contribute to the the tranquil rural setting (and therefore the heritage significance) of the church with its edge of village position.

### 3.6.6 Marden Hill – Grade II\* listed house, ancillary Grade II listed buildings and non-designated historic park & garden



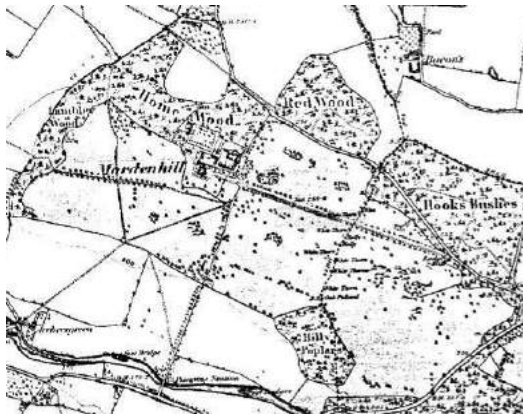
Figure 16: Marden Hill - non-designated park & garden in brown, Grade II\* listed house in green and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

- 3.6.7 Marden Hill House is a Grade II\* listed former country house in an extensively wooded setting also featuring open grassland, and is listed along with its service block and an annexe. The property originally comprised a yellow brick country house, with a two-storey tetrastyle Ionic porch added c.1819 by Soane. The main house has Portland stone dressings and a stone-flag hipped mansard roof. The annexe and service block are in red brick, with tiled roofs.
- 3.6.8 The Manor of Marden was granted in 1540 to William Cavendish, later passing to Edward North, in whose line a house was constructed at Marden Hill c.1655. Parts of the house built for North remain in the surviving structure. After 1672, the property is believed to have been sold to Edmund Field, from whom the site was bought by Edward Warren by 1700. Warren's grandson is understood to have sold Marden to Robert Macky c1785, as it was in Macky's possession in 1810. The property was then conveyed to Richard Flower, but sold again in 1817 to Claude George Thornton, whose grandson held the property in 1877. An insurance certificate concerning Marden Hill has survived from 1868.
- 3.6.9 Marden Hill House was acquired by the Earls Cowper in 1878, whose Panshanger estate formed a significant portion of local landownership. The property ceased to be part of the Panshanger estate in the mid-C20. From then on, Marden Hill was leased, with a co-ownership company ultimately being formed to facilitate multiple occupancy through the subdivision of the property into flats.

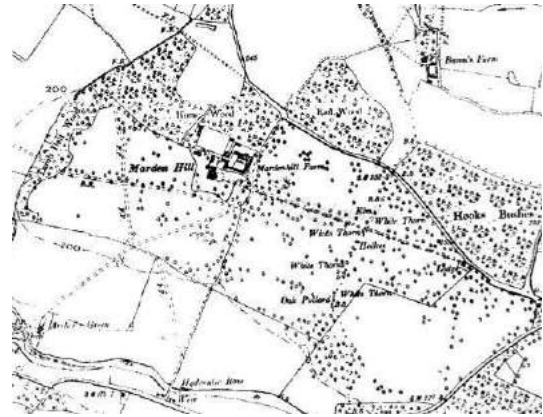
- 3.6.10 The partially-landscaped, semi-rural setting of Marden Hill house has been largely maintained over time, and remains a positive supporting feature in the site's character, surrounded by open countryside and wooded pockets, which emphasise its historic rural setting.
- 3.6.11 The site's division into multiple residences has increased the intensity of residential use on the site, and the removal of agricultural activity has compromised the communication of the site's historic division between Marden Hill house and Mardenhill Farm. However, the primary emphasis of the main approach remains Marden Hill house, and access has largely followed original paths and roads, maintaining a coherent approach which reflects historic circulation around the site.

### **Setting**

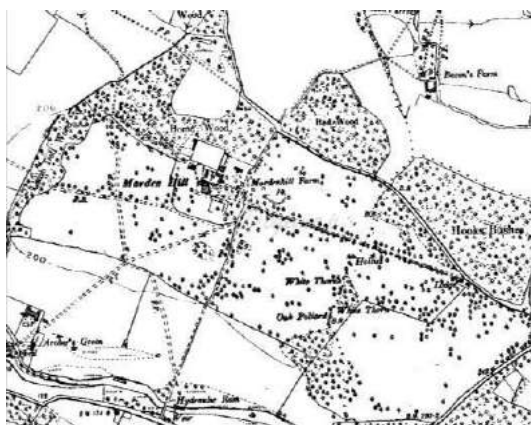
- 3.6.12 Cartographic evidence from 1766 (Dury and Andrews) onwards show significant gardens around the residence. These maps also show a huge number of trees on the estate which still today frame views south from the house towards the river meadows with glimpses of the open fields (pastoral and arable) beyond. Despite the private nature of the Marden Hill estate, it shares a strong landscape relationship with Panshanger which it adjoins and the other former Cowper estates west along the Mimram Valley. Indeed, the Marden Hill estate was within the view designed west from Panshanger by Repton, even though it was then outside the ownership of the Cowper family. It therefore shares a strong visual and associative relationship with Panshanger to the southwest and to the estate parkland landscape that continues along the south-facing slope of the Mimram valley towards Tewin Water.
- 3.6.13 Marden Hill and parts of its estate parkland are visible from the eastern side of the Panshanger Aerodrome site (WGC4). This site therefore forms part of the wider backdrop in views south from the house and is part of the historically open character on this southern slope of the Mimram valley. Views between the aerodrome site and Marden Hill become more limited further west due to the belt of vegetation that lines much of the northern edge of the aerodrome which sits on the plateau between the Mimram and Lea valleys. This vegetation belt thickens around the North Site of the aerodrome and west of this, Tewin Church becomes the principal visible building on the north side of the Mimram valley (see below). Intervisibility between Marden Hill and the aerodrome which sit at similar heights on the opposite sides of the Mimram valley will therefore vary by season and over time as trees and shrubs along the aerodrome edge mature.
- 3.6.14 The relationship between the southern slope of the Mimram valley and Marden Hill (and its gardens) is thus of lesser importance to the heritage significance of the property than the relationship with the parkland character of the northern slope and along the river valley. The surviving completeness and unity of the parkland along the river Mimram is distinctive and highly scenic and the most important part of Marden Hill's setting, although the open surroundings to the south are clearly part of the historic setting to the house.



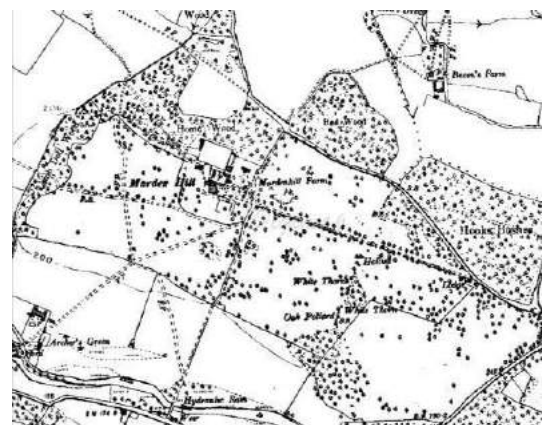
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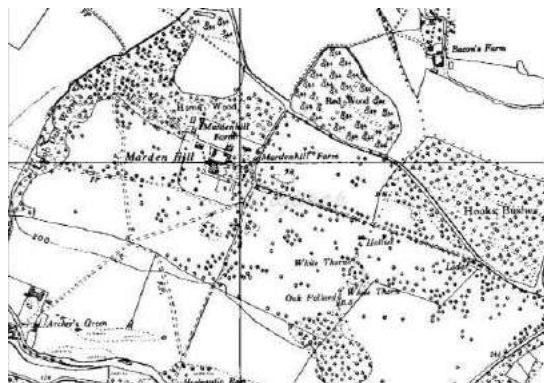
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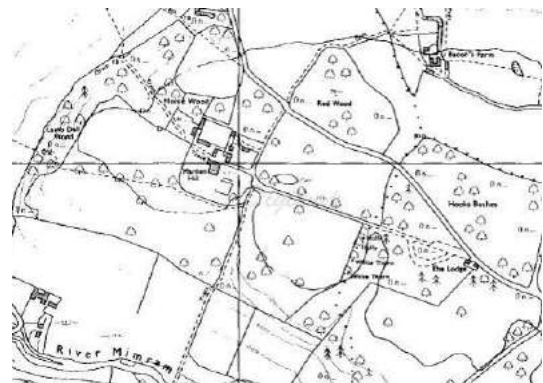
1925 OS



1938 OS



1965 OS



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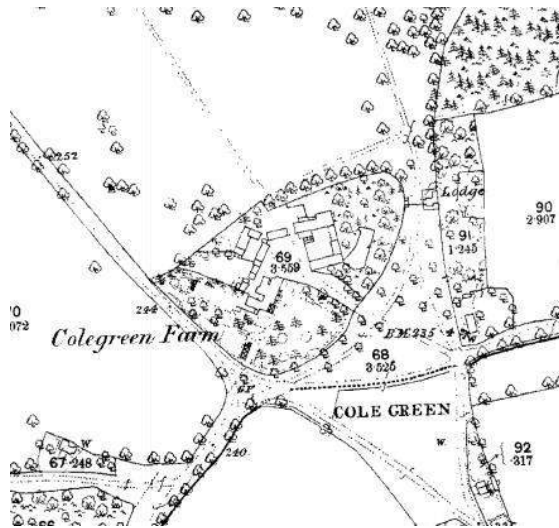
### 3.7 Cole Green House – Grade II Listed Building

- 3.7.1 The building annotated as Cole Green House on the National Heritage List is a modern commercial unit. The actual property lies a short distance to the west, at Cole Green, in close proximity to the also Grade II listed South Lodge, Game Larder and Stables. It is this property that is considered below.
- 3.7.2 Cole Green House incorporates an existing C18 structure but consists largely of early C19 elements, having been built for the 5<sup>th</sup> Earl Cowper as part of the Panshanger estate. It is not to be confused with the Cole Green House which the Earls Cowper resided in prior to the

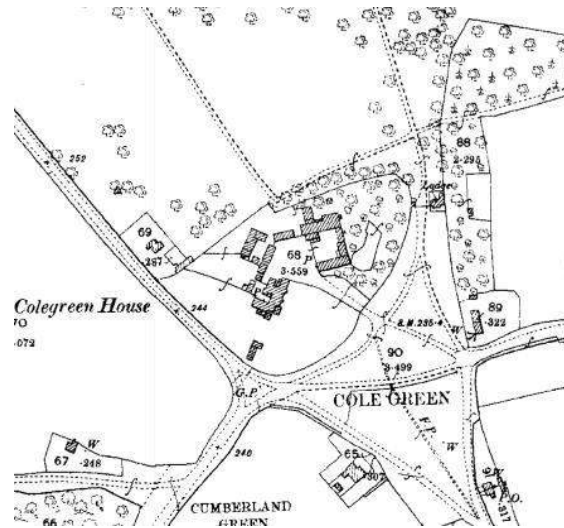


construction of Panshanger, which was demolished in 1801. The property is constructed in stock brick, with some red brick, and has predominantly slate roofs.

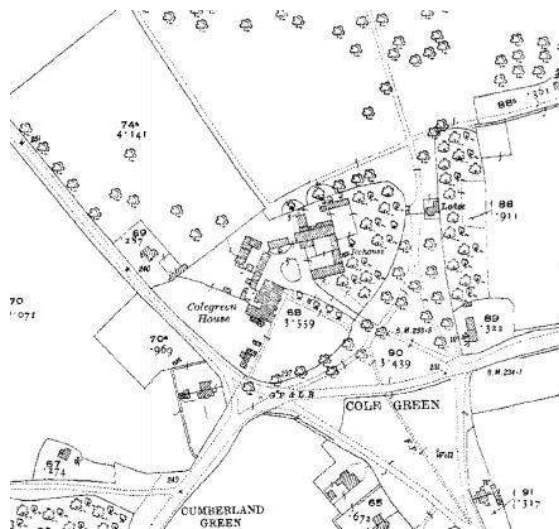
- 3.7.3 The cartographic record shows Cole Green House referred to as Colegreen Farm prior to the 1890s, with the site marked as Colegreen House after that point. Distinct structures noted on historic maps include an icehouse and lodge.



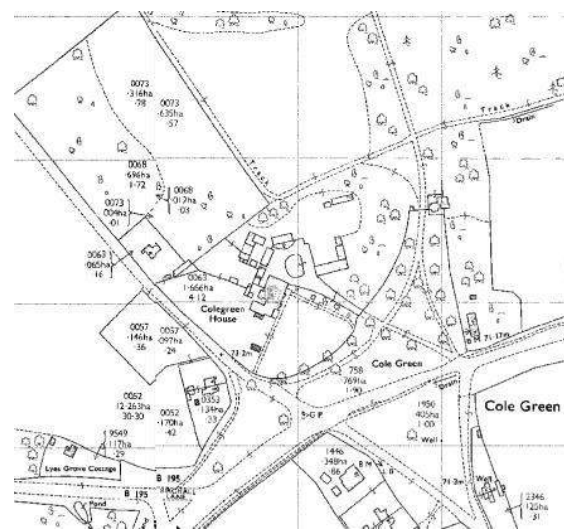
1880 OS



1898 OS



1923 OS



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- 3.7.4 The layout of the site changed between 1898 and 1923, moving away from the agricultural layout of structures around yards and adopting a grassy “roundabout” in the centre of the buildings. This change probably reflects the increasingly domestic nature of the structures on the site.

- 3.7.5 The list description is as below:

*C18 origins but largely early C19 as dower house for 5th Earl Cowper of Panshanger (q.v.) with later C19 and C20 additions. Stock brick probably stuccoed originally, some C18 red brick, later red brick additions. Slate roofs with some tiles. 2 storeys. 3 bay early C19 main*

*range. Ground floor: C20 entrance to left with panelled door, semi-circular fanlight, projecting Doric porch, small flanking lights, central glazing bar sash, tripartite sash to right. Plat band to first floor with 3 sashes. All windows are recessed with segmental heads. Panelled eaves soffit. End pilaster strips. Coped gable end parapets with extruded end stacks.*

*Set back at ends are contemporary or slightly later wings: 1 bay to right, sashes, plat band, pilaster strip, hipped roof. 2 bays to left set back further, ground floor French doors into C20 conservatory addition, first floor sashes. To rear left is C18 red brick block with tiled roof, hipped to rear. Outer elevation has a lean-to outshut, late C19 attic addition. To rear catslide roof over lean-to. Double doors on inner elevation. To rear right is late C19 range parallel to front. Broad gable on right end with bargeboards, follows earlier range in detail, stacks with oversailing caps, a gabled wing extends to rear centre. Interior not inspected.*

- 3.7.6 Cole Green House has a strong associative interest with the other Grade II listed structures in the cluster of structures with which it forms a group. There is also a clear visual and historical relationship with the Registered Panshanger Park which it technically pre-dates, but was part of the Cowper family's original Cole Green estate and was then altered to meet the needs of the new/remodelled Panshanger/Cole Green estate.
- 3.7.7 It has been a domestic residential property for some time, c. two centuries, and any agricultural character has been long since lost. It therefore has a very domestic setting with little direct relationship with the surrounding agricultural land. The immediate rural context is however important to the setting and therefore significance of the property and its group as it maintains the long established village landscape which reflects the area's former parkland character. The A414 does however provide a distinct physical barrier between this historic settlement character and the adjoining areas to the west and north. There is thus no real relationship between the Birchall Garden Suburb Site (WGC5/EWEL1) to the west and this Grade II listed property.

### **3.8 Tewin Water – Grade II Registered Historic Park and Garden (and associated Grade II listed buildings)**

- 3.8.1 Tewin Water is a Grade II Listed, C18 Registered Park and Garden, with associated listed buildings. The earlier house is shown on an estate map c.1785-9, which included a 16ha paddock named 'The Warren', later renamed 'The Park'. A 3ha garden was depicted adjacent to the site.
- 3.8.2 A house was first constructed at Tewin Water in 1689, and was first described as a 'capital messuage, repaired and beautified' in 1746. This property was demolished in c.1797 and replaced with a building constructed in the Neo-classical style. In 1799 the fifth Earl Cowper engaged Humphry Repton to improve his estates. In 1902 Alfred Beit acquired the estate, extending the house and adding formal elements to the gardens. During the late 1940s and 1950s the estate was sold into divided ownership.





Figure 18: Tewin Water - Registered area in green and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

- 3.8.3 Repton’s extensive design notes consciously referenced the architecture on the site, by ‘Mr Grove’, and used the landscape to improve the existing building and landscape designs, both of which Repton considered poor. In order to create a new character ‘perfectly in harmony’ with the house, the landscape required extensive adjustment, and Repton noted how each element of the landscape was considered carefully in order to retain existing assets such as historic trees whilst creating an outlook more suited to the style of the new house.
- 3.8.4 The interaction of views is a key aspect of the setting of Tewin Water, as Repton designed treelines and garden features to emphasise views to the south, and to the west, although he considered the aspect to the east to be ‘the best of all possible aspects’. Consequently, change to the areas visible from the site over time has impacted the site’s setting in regard to the views it was intended to command.
- 3.8.5 It is understood that alterations and extensions were made to the interior of Tewin Water shortly before Alfred Beit purchased the house c.1902. This gave the property a distinctive Edwardian style. Further alterations were made by the Beit family, including the construction of additional service areas and outbuildings, and the completion of a three-storey extension of the west elevation.
- 3.8.6 Following a brief period in use as a country club, the Tewin Water estate came into the ownership of a Mr Adey, who used the land for agricultural purposes before it was sold to the County Council c.1950. Under the council, the property became a school for the partially deaf, with attendant alterations such as the tarmacking of the formal gardens to create a playground. The estate was largely dispersed during the 1950s.

- 3.8.7 Tewin Water has been developed significantly since World War II, due to the division of the estate. Developments included a programme of construction including a development at Tewin Wood, which is well-populated by commuters to nearby towns or London, and the felling of much of the parkland timber. This C20 development has impacted the setting of the park considerably, but should be considered in the context of new schemes altering views of the grounds, including the work of Beit, which ran through the C20.
- 3.8.8 The north-eastern suburbs of Welwyn Garden City flank Tewin Water along its southwest boundary whilst Digswell encloses the western end of the Registered park. Its setting is far more rural to the north and east with the land to the north rising through strongly undulating mixed arable farmland and woodland towards the Oaklands plateau. The view eastwards is along the estate parkland which continues throughout the floodplain pasture and woodland of the Mimram valley towards the Panshanger estate. The Panshanger Golf Complex adds a managed landscape feature to the setting at the southeast edge of Tewin Water.
- 3.8.9 The proximity of Welwyn Garden City, Digswell and the railway line to the south and west has inevitably impacted upon the former estate character of Tewin Water with the abrupt transition to the urban edge. Later C20 development within the Registered parkland has also clearly impacted on its former estate character, but the connection to Panshanger Park along the Mimram valley remains despite changes in landscaping and use and remains an important aspect of the site's heritage significance.
- 3.8.10 The views east along the Mimram valley are not, however, narrowly focussed, and the eastern end of Panshanger Aerodrome is glimpsed in views southeast from the eastern end of Tewin Water, and seen against the backdrop of Brocket Hill within Panshanger. Although not a key element of its setting, it does contribute to the rural context of the estate towards the east and southeast.

### **3.9 Holwell Court – Grade II listed building and unregistered historic park & garden**

- 3.9.1 Holwell Court is a Grade II listed former country house by Sir Ernest George, which has now been subdivided into flats and the entrance lodges are also in separate ownership. The property is set within an unregistered historic park and garden which contributes significantly to the property's setting and communicates the site's historic role as the country residence of a member of the 'urban elite' (Spooner, 2015). It is however a much later example of this type of development than the numerous other historic houses in the area such as the neighbouring Woolmers.
- 3.9.2 The property is in the Queen Anne Revival style, and dates from c.1900. It has giant Ionic brick corner pilasters at the gable end, with a six-column Doric loggia between projections on the garden elevation. It was built after Holwell Stud Farm and the entrance lodges on the western boundary were constructed by 1898 in the north end of the site. With the construction of the Farm buildings it seems the landscape was laid out into a series of irregular open spaces enclosed by planted and treed borders, including around all the

perimeters of the site except the south, and with two pairs of 'garden' structures erected in the centre of the site. The centremost of these pairs was subsequently replaced by Holwell Court with consequential changes to the landscape to create pleasure gardens around the house, although some of the previous landscaping was retained, particularly to the south of the site and the perimeter planting.

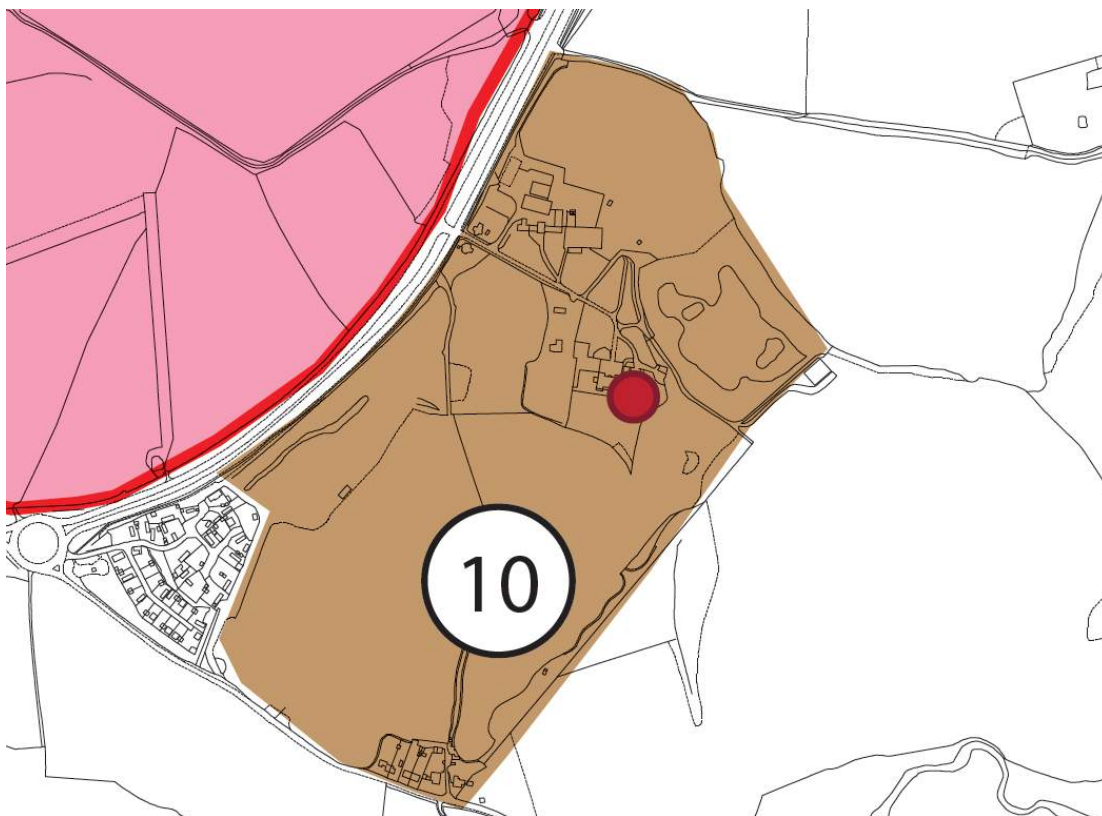


Figure 17: Holwell Court - Non-registered park & garden in brown and Grade II listed house in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

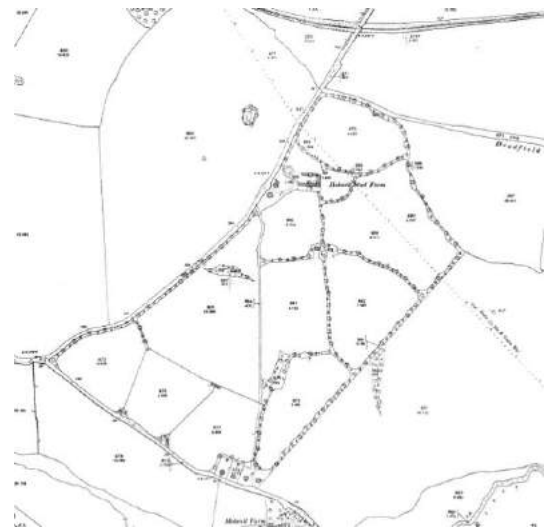
- 3.9.3 In common with the older historic houses in the area, it would appear that Holwell Court was positioned in its site and the parkland around it landscaped to embrace wider views outside the site's boundaries. However, the strongly planted perimeter boundaries would only have encouraged views south/southwest which was the only boundary left open, allowing vistas across the River Lea valley. This differs from the older properties which tended to allow the landscape to 'flow' between the property boundaries, with aspects from houses 'borrowing' from the landscape of neighbouring properties.
- 3.9.4 There is nonetheless a visual connection in the area through the grouping of small settlements and the road network which reflects the area's former parkland character which was formed by a band of smaller 'villa' landholdings of which Holwell Court is one. This grassland landscape historically extended further west along the valley across what is considered to be an extensive manorial estate (discussed under Holwellhyde Farm). The construction of the A414 has 'caused severance of [this] previous historic unity' (East Herts District Landscape Character Assessment) as has the mineral extraction (the beginnings of which are evident on the 1923 OS) and the construction of Welwyn Garden City and

Panshanger Aerodrome that has all occurred to the west of Holwell Court. The infilling of the former huge gravel extraction to the west of Holwell Court has substantially disturbed the estate pattern in this area, although the return to secondary grassland and arable use on the artificial plateau that has been created as a result retains some of the former rural character. The A414 dual carriageway does however form a distinct edge and further divides Holwell Court from the wider landscape to the west, forming an additional barrier to the historic perimeter planting along this western side of its grounds.

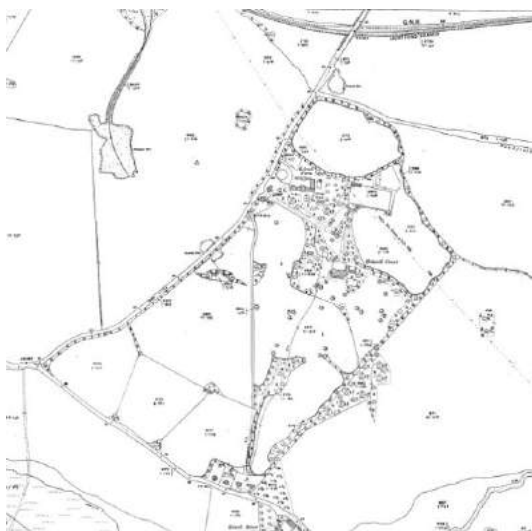
3.9.5 To the southwest, the traveller site within the grounds of Holwell Court is also a detrimental element, but is fortunately well-screened from the property's key aspect to the south. The historic landscape setting of Holwell Court to the northeast, east and south however survives relatively intact and contributes most to its heritage significance.



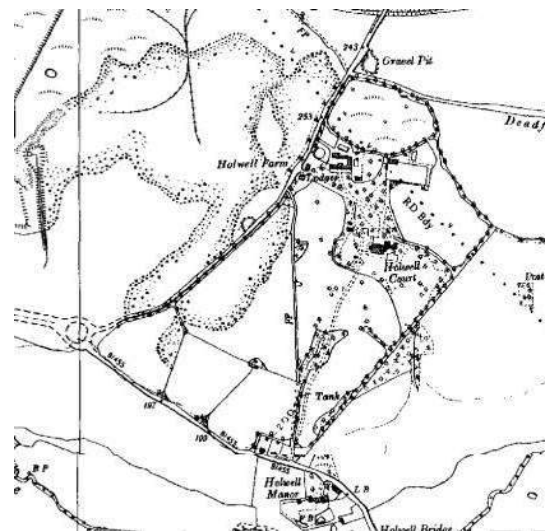
1880 OS



1898 OS



1923 OS



1965 OS



### 3.10 Hatfield Park, House, Palace and associated structures – Grade I Registered Historic Park & Garden, Grade I listed House and Palace, and ancillary Grade II listed buildings

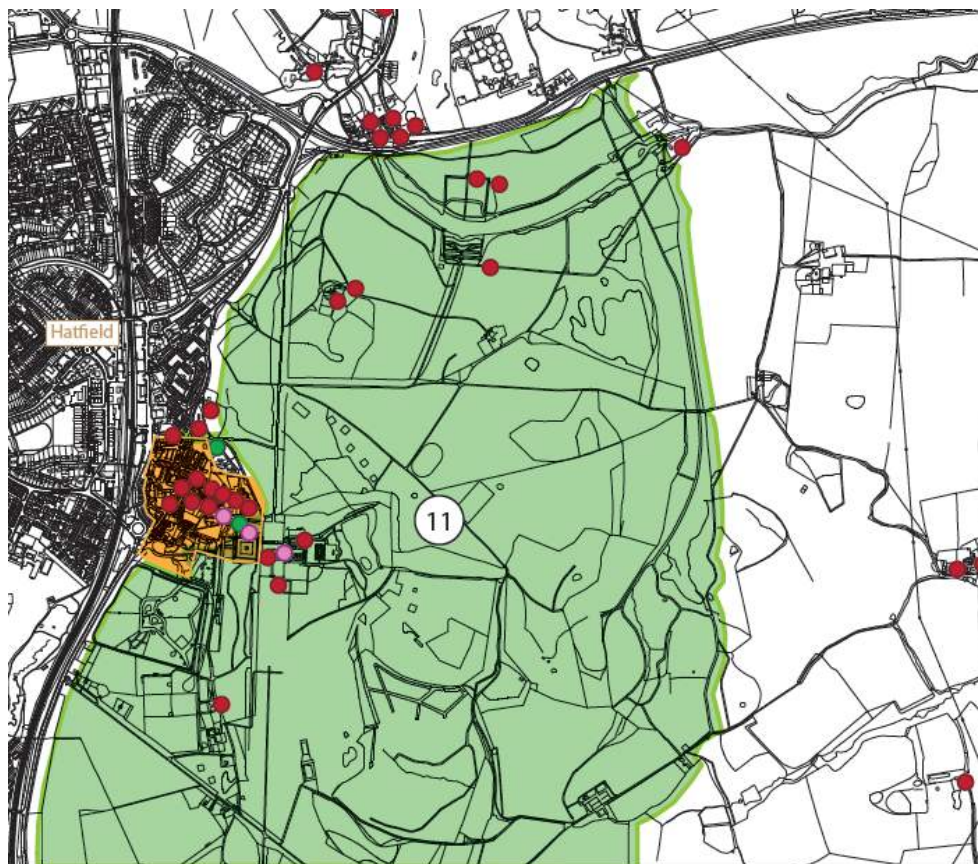


Figure 20: Hatfield House and Park - Registered area in green, Grade I listed House and Palace in pink, Grade II\* listed buildings in green and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

- 3.10.1 Hatfield House is a remarkable Grade I listed building, situated within a deer park and adjacent to the Grade I listed former hall of Hatfield Palace (the 'Old Palace') which stands approximately 90m away, as well as incorporating further medieval hunting parks in the grounds. The Hatfield Palace was built between 1485 and 1497 for the Bishop of Ely, but came into Crown possession during the dissolution of the monasteries.
- 3.10.2 The formal gardens of Hatfield House were designed by John Tradescant the elder, who imported plants from continental Europe and established a maze amongst a range of other features. The gardens fell to neglect during the C18, but endeavours to re-establish them began during the Victorian period and are sustained by the current family. The grounds are a Grade I Registered Historic Park and Garden.
- 3.10.3 Hatfield House is renowned for its connection with Queen Elizabeth I, and for the fine examples of Jacobean craftsmanship installed in the property to cater for Royal visits. Well-known features of this kind include the chapel's stained glass window, and the carved Grand Staircase. The property was traded to the Cecil family by King James I following the death of Elizabeth I and, having remained in the Cecil family for 400 years, is now owned by the 7<sup>th</sup> Marquess and Marchioness of Salisbury.

3.10.4 Due to the political might of its former inhabitants, the house and grounds have strong military associations. A memorial to fallen soldiers from the Rhodesian Bush War, erected by the Rhodesian Light Infantry Regimental Association stands in Hatfield's grounds, due to the Cecil family's association with Southern Rhodesia. Similarly, a Mark I tank stood in the grounds for over 50 years, to commemorate their use as a test ground for British tanks during the First World War, when part of the gardens were excavated to create a trenched area representative of the Western Front.



*Figure 21: Hatfield House gardens from the roof of Hatfield House*

3.10.5 The heritage significance of Hatfield House and its associated grounds is not only derived from their very high architectural and aesthetic value, which has been well-documented and analysed, but also from the very important historic and associative significance of the site as the former residence of Edward VI, Mary I, Elizabeth I, and several generations of the Cecil family. The events which took place in the property are communicated through a large collection of memorabilia and historic artefacts relating to the former inhabitants. The continued presence of commemorative pieces communicate the site's broader significance in regard to military history, particularly that relating to World War I and the Rhodesian Bush War.

### **Setting**

3.10.6 Hatfield Park has a strong estate boundary which is defined by numerous peripheral lodges which also enforce the parkland character. The well enclosed (often by woodland blocks) boundaries restrict views and access into and out of the park, although there is some informal local public access and the park is open to the general fee-paying public along with the house at restricted times.

3.10.7 The park is tightly enclosed on its west side by Hatfield which is an intrusive feature, whilst the northern boundary is formed by the busy A414 (Hertford Road) with Welwyn Garden City visible in parts beyond, although heavily screened by woodland planting. The park only



retains its historic rural setting to the east and south with the outlook to the east across agricultural land and woodland.

3.10.8 The WGC5/EWEL1 site is not visible directly from within the park (although it can be seen from the roof of the Grade I listed house) because of the strong boundaries to the Registered parkland. However, it is viewed in association with the park from the rural land to the east, heading towards Essendon. The woodland blocks within Hatfield Park are also a distinctive feature of the area and are visible on the horizon in views southwest from within the WGC5/EWEL1 site itself which rises towards Birchall Lane (B195). It is the extensive forestry plantations within the park which create a locally prominent coniferous skyline.

3.10.9 The WGC5/EWEL1 site therefore does not have direct impact on the heritage significance of Hatfield Park, but it does form part of the wider rural backdrop that survives to the east of the Registered Park and is an important part of its setting. This rural character is especially important where it survives in the park's surroundings given the significant urban development and transport infrastructure that has impacted substantially on the character of the park to the west with the immediate adjacency of Hatfield particularly, but also to a lesser degree to the north with the A414 and Welwyn Garden City further afield.

### 3.12 Essendon – Conservation Area, Grade II\* Listed Church of St Mary the Virgin, and Grade II listed buildings



Figure 18: Essendon - Conservation Area in orange, Grade II\* listed Church in green and Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

3.12.1 Essendon is characterised by 'gently undulating arable slopes' leading towards the Lea floodplain, and pockets of woodland which characterise steeper slopes, tending towards the

south. The area has been impacted negatively by programmes of mineral extraction. Similarly, the use of land in this area as a golf course has limited the extent to which the landscape has retained its historic characterisation as wooded farmland.

- 3.12.2 Historically, Essendon has been characterised as arable land, conforming to a landscape type typical to Hertfordshire. The post-C19 field pattern, with medium-large fields bounded by hedgerows, has been disturbed by the maintenance of a golf course, which has introduced visually alien patterns of land-use and planting.
- 3.12.3 There are wide views towards Holwell Hyde from Essendon, and panoramic views along Essendon Hill.
- 3.12.4 A number of buildings in the area are listed, notably Wytmead house and the Manor House, both Grade II C17 timber framed buildings. The nearby Grade II\* Church of St Mary the Virgin is an important C15 structure with C19 and 20 alterations; it was noted in 1977 as having significance not only in relation to the surrounding architecture, but as a landmark in itself. Within the churchyard, several tombs are Grade II listed.



*Figure 23: Church of St Mary the Virgin, Essendon*

- 3.12.5 Several properties in Essendon also hold associative significance from their influence on the author and illustrator Beatrix Potter; indeed a sketch of Mill Green Mill in Essendon by Potter is the earliest known image of the building and unique in recording the operational mill which is today Grade II listed. The nearby Farmhouse is also Grade II listed and both sit at the bottom of the Lea valley and are viewed from the northern end of the Conservation in

an open countryside setting (especially the farmhouse), although the Holwell Court Caravan Park is visible in these views.

- 3.12.6 Views down the north-facing slope of the Lea Valley on which Essendon is positioned are gained from the west side of the linear village, but are limited by vegetation due to the contained landscape of woods, treed field boundaries and irregular fields. However, views of the WGC5/EWEL1 site are gained through trees from the west side of the churchyard and from the north-western edge of the Conservation Area. The views north across the Lea valley also demonstrate that although Essendon is positioned on a hill, and despite the open character, there is relatively limited impact on the tranquillity of the village from the A414 or Welwyn Garden City.
- 3.12.7 Although the valley to the north and the associated development there has a limited impact on the character of the village, Essendon conversely makes an important contribution to the landscape context in views from the other side of the Lea valley. Indeed the church tower is just visible in long views south from the WGC5/EWEL1 site. There is therefore a visual association between the WGC5/EWEL1 site and Essendon, although not a particularly strong one.

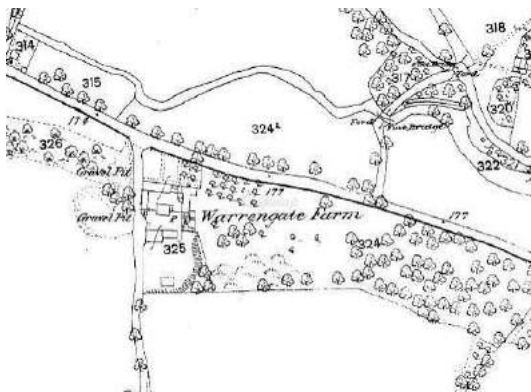
### **3.13 Warrengate Farmhouse and Barn – Grade II listed buildings**

- 3.13.1 Warrengate Farmhouse is a Grade II listed red-brick house dated between c.1700-1720. The property has two storeys and three bays, and includes some later features, including a C18 bay, C19 fixtures and fittings, and a C20 lean-to outshut. The three-bay barn, also Grade II listed, is dated from the C19 and is constructed from a weatherboarded timber frame on a brick base.
- 3.13.2 Warrengate Farmhouse and Barn are set within the parish of Tewin, which has a strong connection to the Cowper estate, as much of the arable land in the area was owned by the estate from 1720-1953. This link is visualised in the continuity of former estate buildings, with residential buildings often in yellow brick and farmhouses in red, sometimes decorated with the Cowper Crest.
- 3.13.3 The farmhouse and barn date from the earlier phase of the village's history however and exemplify the scattered development pattern of Tewin. Warrengate Farm is one of the isolated farmhouses that characterise this floodplain pasture and woodland area. Historically, the farmhouse and barn have been set within a densely wooded site, which has been largely retained.
- 3.13.4 The key change in the farm's setting arose in the 1940s with the development of the Panshanger airfield with the first phase (after the decoy site was cleared) of military development (the North Site) developed with access from Moneyhole Lane and through the farm. Since then, the airfield has undergone several changes, most notably the severance of the North Site functionally and in land ownership terms from the realigned airstrip and the later South Site buildings. The immediate surroundings of Warrengate Farm have not however changed during this period, although the cessation of military activities on the site

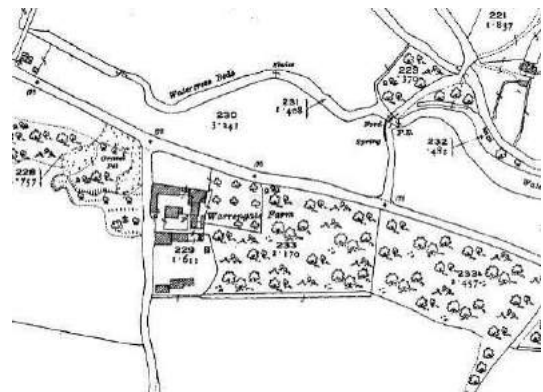


has reverted the character to a more agricultural one again, despite the later residential conversion of the barn and commercial expansion of the farm.

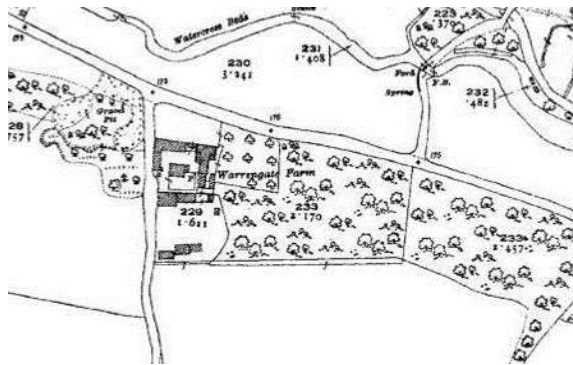
3.13.5 Panshanger airfield (site WGC4) is now separated from Warrengate Farm by an earth bund and sits on an artificial plateau beyond the densely overgrown North Site. It therefore makes little contribution to the setting of the farmhouse and barn, although the open nature of the airstrip (despite its manmade character) contributes to the historical openness of the wider area. Site WCG9 however comprises the North Site of the former airfield and the proximity of the site and the functional relationship it once had with the farm results in a much closer association with the farm, especially given the open boundary the site has with the remaining agricultural land to the north. The WGC9 site now forms an important part of the context to the Warrengate Farmhouse and barn, and contributes to the understanding of the evolution of these heritage assets.



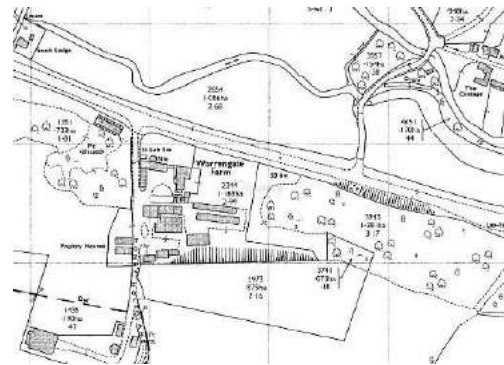
1880 1<sup>st</sup> Edition County Series Map of Hertfordshire 1:2500



1898 1<sup>st</sup> Revision County Series Map of Hertfordshire 1:2500



1923 2<sup>nd</sup> Revision County Series Map of Hertfordshire 1:2500



1976 National Grid Map 1:2500 © Crown copyright and database rights 2016. Ordnance Survey Licence number 100053298.

### 3.14 Beehive Conservation Area, Welwyn Garden City

3.14.1 The Beehive Area, in the south-east of Welwyn Garden City, was designated a Conservation Area in September 1999, and is considered to contain ‘particularly fine examples of the “Garden City” characteristics.’ It was one of the first residential areas to be developed after the 1947 New Town designation and so is of historic significance.

3.14.2 The Beehive area was built in two phases from 1953, designed according to the 1947 masterplan design. This saw characteristic retention of open spaces and green pockets, in common with existing parts of Welwyn Garden City; of particular note is the use of the 'step and stagger' arrangement of street-facing elevations, in order to provide a varied streetscape with front gardens.

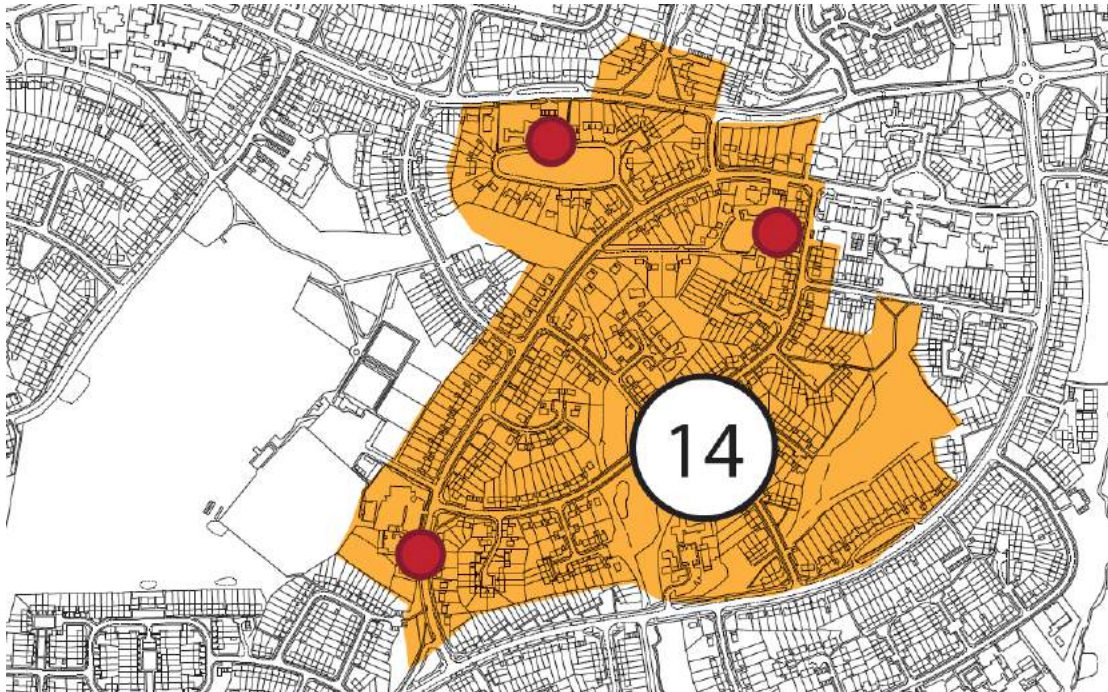


Figure 19: Beehive Conservation Area in orange with Grade II listed buildings in red (extract from map in Appendix 1) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

3.14.3 Similarly, the use of mature trees in the original design has contributed to the long-term retention of soft boundaries between properties and roads, and has contributed to the sense of short, unfurling views which narrow as trees obscure winding corners.

3.14.4 This stylistic conformity also lends the neighbourhood architectural significance, as it displays a revised pattern of Garden City building approaches, incorporating higher density of building and cheaper fabric, whilst adhering to patterns of spatial use and landscaping which characterise the wider area.

3.14.5 The use of architectural styles based around Neo-Georgian designs contributes further to the integration of the Beehive area with earlier parts of the city. Whilst the designs are varied, and the use of terraced, detached and semi-detached buildings lends a sense of diversity to the area, the careful arrangement of streetfront elevations by Louis de Soissons facilitated the coherence of these designs.

3.14.6 The Beehive Conservation Area lies in close proximity to the WGC5/EWEL1 site, separated by only a few streets which form the outer fringe of Welwyn Garden City. However, the setting of the conservation area does not contribute hugely to the heritage significance of this asset.

3.14.7 The Beehive area is unique on the east side of Welwyn Garden City as it echoes many of the characteristics of the west side (the original Garden City development), yet incorporates

cheaper materials typical of the New Town Development. When the area was designated as a conservation area, a larger area was assessed and parts not taken forward for designation, including those areas which separate the conservation area from the WGC5/EWEL1 site.

- 3.14.8 It must therefore be concluded that these areas do not contribute to the area's special character, although clearly they continue the New Town Development, but with far less design success. The Beehive area is a distinctive urban area surrounded by further urban development; the nearby rural surroundings do not contribute to its character.



## 4 Assessment of Potential Site Allocations

### 4.1 WGC4 – Panshanger Airfield



Figure 25: WGC4 Panshanger Aerodrome (from Local Plan Consultation Document January 2015)  
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#### Capacity for Development

- 4.1.1 Panshanger Aerodrome includes two individual structures of local heritage interest – the Decoy Site Control Room (located some 800m south of the present aerodrome) and the Mess Block on the North Site of the airfield (now known as No.4 Bericot Green). (The blister hangers on the North Site (outside WGC4) and the two on the South Site (within WGC4) have now been demolished.) Any development on the WGC4 site will therefore have the potential to cause harm to the setting of the two non-designated structures within the wider aerodrome site. The aerodrome site itself also has some local historic interest.
- 4.1.2 Paragraph 135 of the NPPF states that the scale of any harm or loss to a non-designated heritage asset should be balanced against the significance of the asset. In 2013, a Historic Assessment of Panshanger Airfield was undertaken by Atkins to establish that significance (and also to consider whether statutory designation of the airfield and any of its structures was warranted). A summary of that assessment's findings together with commentary and further conclusions on the importance of the identified non-designated heritage assets is set out in section 3.2 of this report.
- 4.1.3 In brief, the significance of the site as a whole is considered to be linked to its historical communal interest as a decoy site with little particular importance attached to the surviving physical remains themselves. Although the airfield provides evidence of the changes in need that occurred as WWII progressed, this story has been eroded over time, most notably by the housing development that has fragmented the site, but also by the loss of buildings, changes in landscaping (including the reorientation of the airstrip as a result of the encroachment of Welwyn Garden City) and changes in use of the buildings. It is however

acknowledged that there will clearly be a loss of the existing recognisable character of the aerodrome complex with any development on the site.

- 4.1.4 It is nonetheless considered that the heritage interest of the aerodrome as a whole does not preclude its development, although the significance and the varying sensitivity of the site (including the retention or recording of surviving structures) should be reflected through appropriate development criteria and mitigation measures which are discussed below.

#### *Development Criteria and Mitigation*

- 4.1.5 In line with the recommendations of the 2013 Atkins report, the aerodrome and all its remaining associated structures should be fully recorded to an appropriate level (see 'Understanding Historic Buildings: A guide to good recording practice' Historic England, 2016) before any further demolition or other development occurs on the site. This record should be made publicly accessible.
- 4.1.6 The existing northern boundary of site WGC4 follows the existing landscape boundary at the western end, but then does not appear to follow any existing contour or boundary. The site's topography, lying approximately on an artificially levelled area between the 75 and 80m contour line on the north-facing slope of the Mimram valley, and the maturing planted boundaries which denote the northern extents of the aerodrome would seem to offer scope to expand the developable area to extend very slightly northwards. The development line would then follow the existing historic field boundary in the central portion of the airfield, west of the north-south leg of Money Hole Lane, but still leave the more sensitive (due to falling land levels) northward projection of the former aerodrome site (directly south of Tewin Church) outside the development zone.
- 4.1.7 Further east, it is suggested that the development boundary follows the line of Money Hole Lane which then becomes the RAF access road around the aerodrome to the South Site. This route is heavily wooded along most of its length and already effectively divides the North Site of the aerodrome from the airstrip and the South Site, and provides some screening in wider views. Extending the development line slightly northwards (to the south side of the lane) would potentially enhance the understanding of the site as development would then largely follow existing and (to the west) historic boundaries without any significant additional impact on Marden Hill, St Peter's Church (Tewin) and Panshanger Park.
- 4.1.8 Money Hole Lane too is a historic route and its former south-westward line (across the airstrip) could be denoted in any development proposals. However, the line of the airstrip is a strong feature of the aerodrome's character (although only a grass landing strip) and it would be beneficial to the interpretation of the site's significance and past if this line could be accommodated within the development proposals.
- 4.1.9 Good interpretation of the aerodrome's history and heritage significance will be vital to ensuring any development on the site reflects the remaining heritage interest of the site. There is a vast body of information which has been compiled by various experts and communities and the provision of interpretation materials offers an excellent opportunity to

involve the local and wider community in the development of the site. It may also provide a good opportunity to gain the community's input to the planning of the site's development.

- 4.1.10 Part of the interpretation strategy could include reflecting the layout of the aerodrome in the street pattern and using aerodrome associated names for streets and parks, etc. Consideration also needs to be given to the retention or otherwise of the remaining existing structures. The 2013 Atkins report is quite clear that most of the South Site structures were of little inherent heritage interest, the two exceptions being the Blister Hangers (now demolished). (The North Site structures fall outside the proposed development zone of site allocation WGC4 (and is discussed further under WGC9, see below), as does the former Decoy Site, now Moneyhole Lane Park).
- 4.1.11 The opportunity to reflect the layout of the existing airfield structures when considered against the poor quality / condition of most of the structures on the site and the lack of innovation in the design of the buildings / airfield, means that little of heritage value would be retained if the existing structures were maintained. Even the blister hangers which were acknowledged to be of interest and in relatively good condition were not rare enough to warrant retention, and they have already been demolished. They would have proven very difficult to convert to a new use, and could not have been simply left in situ without any remedial works which would have needed to be worthwhile (financially and justified in terms of heritage significance) in the long term.
- 4.1.12 Views into the airfield from Panshanger Lane (which forms the western boundary of the Grade II\* Registered Panshanger Park just to the east of the airfield) emphasises the open landscape of the airfield as there was no boundary planting along the east side of the airstrip for operational reasons. The South Site and the airfield was accessed from this Lane and the now demolished blister hangers were formerly visible from here, but despite their bulk, were recessive elements in this view. Development on the airstrip and south site therefore has the potential to be highly visible in this location which would detrimentally affect the heritage significance of Panshanger Park. Screening boundary planting would be necessary as a mitigation measure along the east edge of site WGC4 to ensure the rural edge to Panshanger Park is maintained. Such planting should follow the established mix of species found in Henry Wood and along Money Hole Lane.
- 4.1.13 The height of development will also be key in this location and indeed across the whole of the WGC4 site. Most of the existing buildings on the site are small single storey structures, although these were interspersed with larger structures such as the hangers. Even the former larger hanger structures were however simple volumes and not prominent in the landscape and there is significant open space between buildings and generally of course across the site with the airstrip and ancillary grassland. The development of this site will clearly fundamentally alter the ratio of built up area to open space and the scale of development will inevitably increase from the existing surviving low-key building forms which are clustered against Henry Wood which further limits their visibility. This will not only affect the setting of Panshanger Park, but also the wider views south from the Grade II\* listed Marden Hill to the north on the south-facing slope of the Mimram Valley. This property's distance from the site will mitigate the impact of development to a great extent,

but will introduce development where there was previously none – the previous housing encroachment into the aerodrome site is to some extent screened from view by the planting that lines Money Hole Lane. The effectiveness of this landscape screening is however significantly affected by seasonal change and intervisibility between Marden Hill and the aerodrome is much more extensive in winter. It is therefore important that the height of development is kept to a modest scale throughout the WGC4 site, but particularly so at the sensitive eastern end of the site, and that the impact of any development at this end is further mitigated through the use of effective and appropriate boundary planting screening. The effect of seasonal change on the effectiveness of any landscape screening must be carefully considered in the selection of species and the depth of planting in particular.

- 4.1.14 Consideration should also be given to the provision of open space on the site and how this could be used to best reflect the existing aerodrome character of the site and perhaps help to mitigate the impact of development on Panshanger Park and Marden Hill particularly. Two potential options present themselves. Firstly, a linear park along the line of the existing airstrip could be considered and secondly, an area of open space at the eastern end of the site, nearest Panshanger Park, or at least a sparser development pattern at this end, would help to mitigate the loss of openness at this end of the site and the resultant impact this has on the setting of Panshanger Park and the wider setting of Marden Hill.
- 4.1.15 The western end of the WGC4 site is meadowland, divided from the airstrip by an earth bund. Unlike the airfield however, although technically still private property, this area is publicly accessible and is generally characterised by open scrubland with a small woodland area towards the bend at Hens Lane. The Church of St Peter's at Tewin is clearly visible from this area, and is viewed across the woodland area within the WGC4 site with the tower and roof of the church seen above its boundary planting. Further west, the eastern end of the Grade II Registered area at Tewin Water, including Home Wood is just visible, with the landscape rising northwards towards Dawley Plantation and Dawley Wood.
- 4.1.16 Tewin Water is linked to Panshanger Park by the River Mimram, but there are wider views southeast from Tewin Water which look across the Panshanger Aerodrome (WGC4) and Bericot Green (WGC9) sites towards Bocket Hill within Panshanger Park. Although these sites do not feature prominently in these views, there is the potential for development on the Panshanger Aerodrome site to interrupt this intervisibility, although Home Wood within the grounds of Tewin Water now forms the backdrop to views east and southeast from the house itself. Careful consideration of development, or indeed the retention of open space, at the eastern end of the Panshanger site (as suggested above), together with associated landscape works, would potentially mitigate any impact.
- 4.1.17 The wider rural setting of the Church of St Peter at Tewin could also be affected by the proposed development of site WGC4 as the church is visible from much of the western half of the aerodrome site and there are views from the churchyard towards the site, especially in winter. The existing area of Welwyn Garden City that encroached onto the aerodrome site is not however prominent in views from around the church southwards and is seen against the backdrop of trees that enclose Moneyhole Park behind the housing. Given the distance between the church and the proposed development site, with adequate and



appropriate landscaping and tree planting, it is likely that much of the impact of development further north of the existing housing could likewise be mitigated. The screening shown in figure 26 is the minimum necessary to minimise the impact of development on this site on the setting of the heritage assets considered to be affected. The Structural Landscape Area allocated in the Welwyn Hatfield District Plan 2005 extends further than the screening planting suggested in Figure 26 and would therefore provide better mitigation, assuming that it is appropriately managed

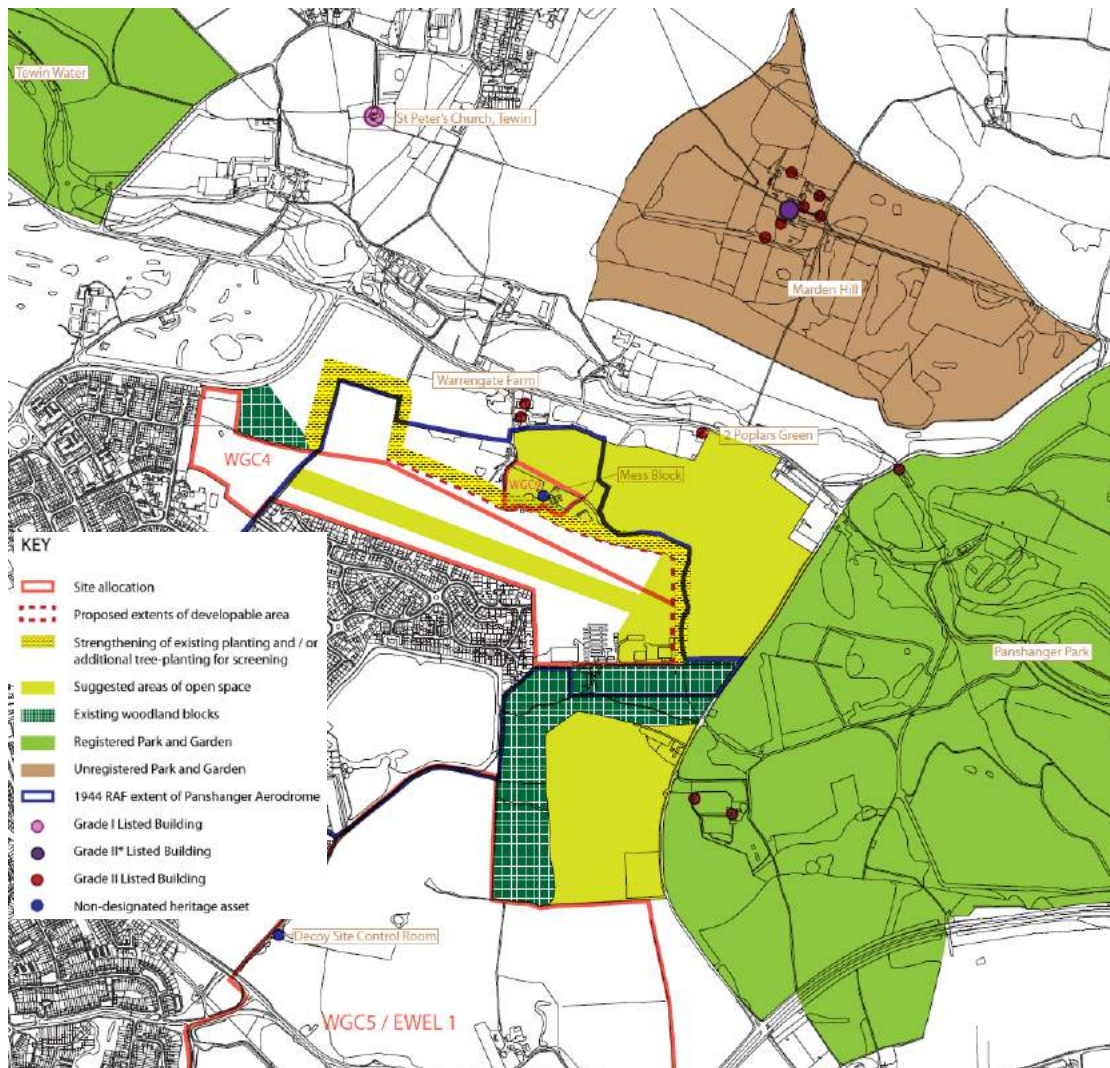


Figure 20: Development Concept Diagram for site WGC4 (full size map in Appendix 3) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

## 4.2 WGC9 – Bericot Green

### Capacity for Development

- 4.2.1 This site forms part of the original extent of the Panshanger Airfield. It comprises a substantial part of the North Site of the aerodrome which was the first phase of development on the site to support its use as an airfield once the decoy site was cleared. It also incorporates the former Mess Block (now known as No.4 Bericot Green) which is considered to be a non-designated heritage asset. As with site WGC4, any development on

this site therefore has the capacity to directly affect the heritage significance of the Mess Block as a heritage asset, and the setting of the other non-designated structure within the wider aerodrome site.

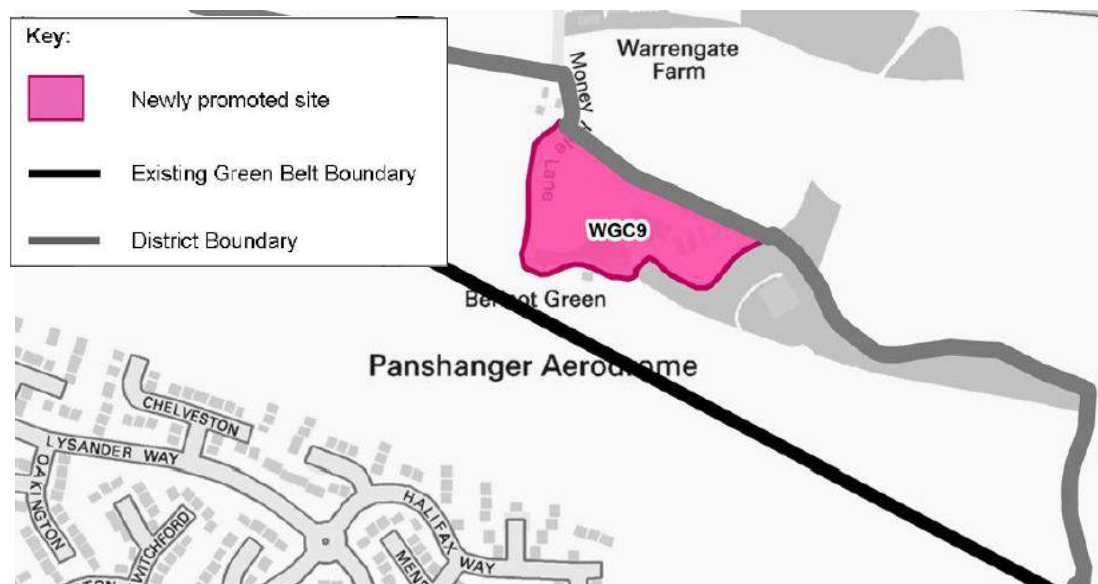


Figure 217: WGC 9 Warrengate Farm, Bericot Green (from *The Local Plan Update* report presented to the Cabinet Housing and Planning Panel on 25 June 2015) (c) Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA1000 19547 2016

- 4.2.2 As described above, the NPPF requires a balanced judgment having regard to the scale of any harm or loss to a non-designated heritage asset and the significance of the heritage asset. The heritage significance of the North Site, as part of the Panshanger Aerodrome is fully described in the 2013 Atkins Report and is further discussed in section 3.2 of this report. However, in summary, the North Site’s significance stems from its historic interest demonstrating the designed response to the imminent threat of bombing in the earlier years of WWII. The dispersed form and layout of the site together with the mix of uses amongst the buildings is still evident in the surviving structures, although their condition varies greatly, with the foundations of some being the only remaining elements.
- 4.2.3 The North Site has, however, become quite distinct from the rest of the airfield due to ownership changes, the maturation of the tree and shrub vegetation along Moneyhole Lane and the construction of an earth bund between the site and the airfield. The change of use of key buildings such as the Mess block has further diluted the military character of the site, whilst the demolition of the Blister hangers has further eroded the site’s functional connection with the airstrip. The heritage significance the aerodrome and those structures of identified local interest connected with it do not therefore in themselves preclude development of the WGC9 site. However, the impact of development of this site on nearby designated heritage assets is more significant and is discussed below.
- 4.2.4 Warrengate Farmhouse and Barn, both Grade II listed, lie just to the north of site WGC9, accessed off Moneyhole Lane, with the Farmhouse facing the B1000. Although these buildings are now domestic in nature and enclosed with other converted agricultural structures and later commercial premises, they retain an agricultural character which relates to their rural surroundings. Clearly, the development of the aerodrome immediately behind



the farm encroached upon the rural context of the farm, especially as the North Site was originally accessed from Warrengate Farm. However, the retention of open fields between the North Site and the farm and the low-key form and layout of the buildings on the North Site, mitigated the impact of the airfield to a large extent.

4.2.5 Today, the North Site, feels more like part of the farm than the airfield and there is an open boundary between the North Site and the farmland between the Warrengate buildings and the North Site. Given that the land rises gently behind the farmhouse and barn, development on this site has the potential to be quite prominent, especially as the existing vegetation cover of the North Site would need to be largely removed to accommodate development. Development here would significantly erode the rural setting of the former farm buildings which is important to their retained agricultural character and therefore special interest.

4.2.6 For the reasons set out above, it is therefore considered that site WGC9 does not have significant capacity for development without substantial mitigation measures. The local authority will need to weigh the harm caused to the special interest of the Grade II listed Warrengate Farm buildings against the public benefits of the proposed development of site WGC9 in deciding whether to allocate this site in the local plan process.

#### 4.3 WGC5/EWEL1 – Birchall Garden Suburb

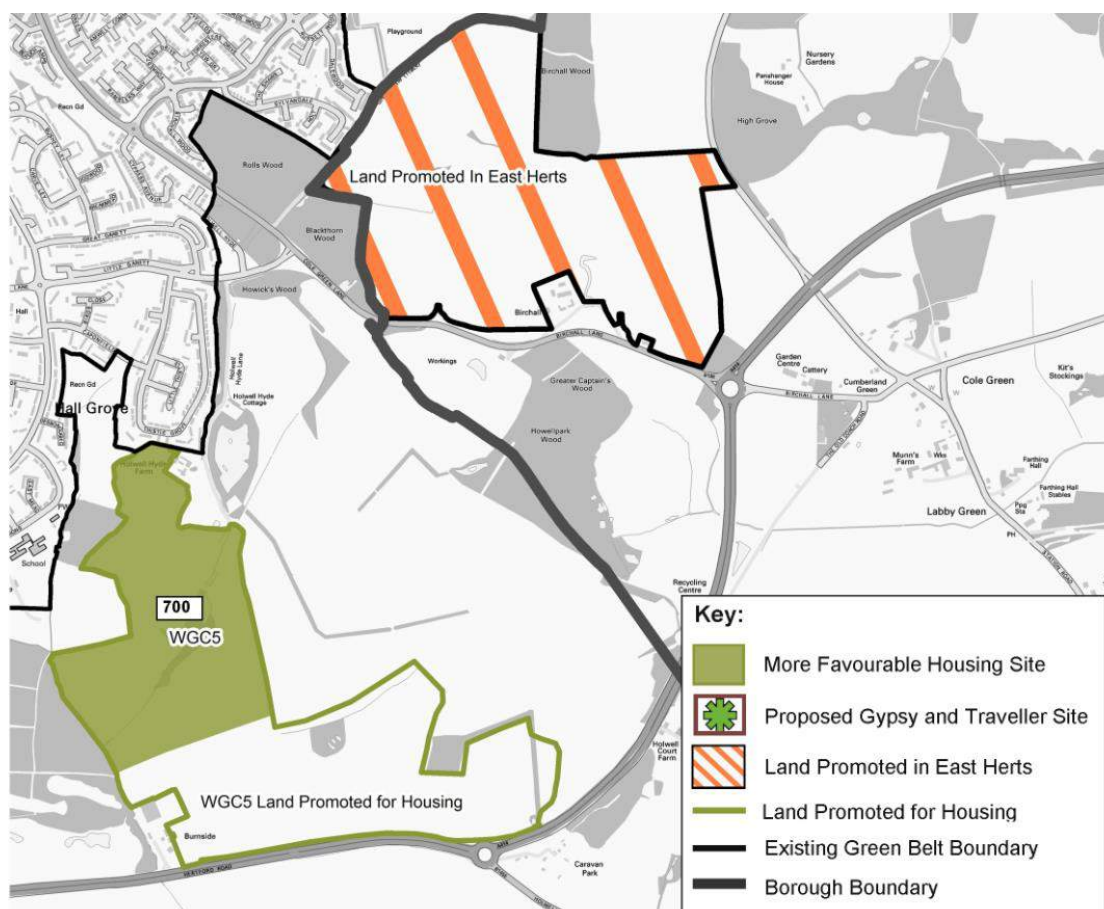


Figure 22: WGC5/EWEL1 Birchall Garden Suburb (from Local Plan Consultation Document January 2015) (c) Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA1000 19547 2016

### *Capacity for Development*

- 4.3.1 This site encompasses three Grade II listed buildings at Birchall Farm – the farmhouse, barn and stables – which sit just north of the B195, immediately to the north of Holwell Park Wood. At the north-western edge of the site, within Blackthorn Wood, is the Decoy Site Control Room, a non-designated heritage asset, which is associated with the Panshanger Aerodrome to the north. The former decoy site itself is situated in Moneyhole Lane Park which is considered to form part of the aerodrome, and lies adjacent to the northern edge of the WGC5/EWEL1 site. Immediately adjoining the western boundary of the WGC5/EWEL1 site, along Holwell Hyde Lane, is the Grade II listed Holwellhyde Farmhouse, whilst just across the A414 (Hatfield Road) from the site's south-eastern edge, lies the Grade II listed Holwell Court and its unregistered grounds. The Grade II\* Registered Panshanger Park (and its associated Grade II listed structures) also lies in very close proximity to the north-eastern corner of the WGC5/EWEL1 site, just across Panshanger Lane.
- 4.3.2 Further afield to the south lies the Essendon Conservation Area within which is the Grade II\* listed Church of St Mary the Virgin, and outside the Conservation Area, to the north in the Lea Valley lie the Grade II listed Essendon Farm and Mill. To the southwest of the WGC5/EWEL1 site are the Grade I Registered grounds of Hatfield House within which are the Grade I listed House itself and the former Bishop's Palace and numerous ancillary Grade II listed structures within the grounds. The site therefore has the capacity to directly affect the setting of a large number of heritage assets of varying heritage significance, both within the site and within the surrounding context. Any potential level of harm to the heritage significance of these assets therefore needs to be weighed against the public benefits of the proposals and/or balanced against the scale of any harm or loss and the significance of the heritage assets in line with paragraphs 134 or 135 of the NPPF. (Paragraph 133 is not considered to be relevant given that any potential harm caused by the development of site WGC5/EWEL1 is unlikely to be considered substantial, according to the 'bar' set by the Bedford Borough Council v Secretary of State for Communities and Local Government and NUON [2012] decision which states 'that for harm to be substantial, the impact on significance was required to be serious such that very much, if not all, of the significance was drained away'.)
- 4.3.3 The development of the WGC5/EWEL1 site will clearly have the most direct impact on the Birchall Farm grouping of Grade II listed buildings which are positioned near the centre of the site. As a still functioning agricultural group which sits within an agricultural landscape (particularly to the north), the site is clearly an important part of the setting to the farm and contributes to its heritage significance (as discussed in section 3). Development on this site, particularly on the northern side of the B195 which has the most direct relationship with the farm buildings will therefore have the potential to harm the heritage significance of these Grade II listed buildings. Development also has the potential to harm the archaeological significance of the moated site (now infilled) which is recorded on this site (HHER no: 682) and is a non-designated heritage asset.
- 4.3.4 The Panshanger Aerodrome Decoy Site Control Room also lies within the site boundary, on its north-western edge and development on the WGC5/EWEL1 site will also directly impact

the setting of this non-designated heritage asset. The potential impact on this structure will however be minimal as the site does not currently contribute to its heritage significance, but does have the potential to further obscure the Control Room's connection to the former Decoy Site at Moneyhole Lane Park to the north of the WGC5/EWEL1 site which would cause some harm to its heritage significance. Panshanger Aerodrome is considered above in section 4.2 as it is directly impacted by the proposed development of the airstrip itself.

- 4.3.5 Immediately adjoining the site on the western boundary, is Holwellhyde Farm. Section 3 concluded that this Grade II listed building's connection to its surroundings (including the site) had been much eroded over the centuries with the development of Welwyn Garden City to the north and west, a move away from an agricultural use of the buildings including development of the farm site and the increasing seclusion of the property, and the landscape changes that have occurred over the C20 in the WGC5/EWEL1 site with mineral extraction and subsequent infilling. Nevertheless the site does constitute the remaining open context to the Grade II listed building and has the potential to impact on its heritage significance.
- 4.3.6 The Grade II\* Registered Panshanger Park lies almost immediately northeast of the WGC5/EWEL1 site, only really separated by Panshanger Lane which forms the eastern boundary of the Registered area. The WGC5/EWEL1 site, although significantly altered through mineral extraction (resulting in the loss of woodland blocks on the site) and the resultant infilling and profiling of the land, separates the eastern fringes of Welwyn Garden City from the park and retains a rural edge. This rural edge to the park is important in ensuring that Panshanger Park alone does not become the green wedge that separates Hertford and Welwyn Garden City. Although the Panshanger parkland was designed to be enclosed on its boundaries by planting, it formed part of a wider rural and parkland landscape in the area in which it was experienced. If it was to be substantially enclosed by built development up to or very close to its boundaries, this would further separate the Park from the context in which it should be experienced and has the potential to harm its heritage significance.
- 4.3.7 The Grade I Registered Hatfield Park together with the Grade I listed House and Palace and associated Grade II listed structures, is one of the most important heritage assets in the country. Its setting has already been significantly eroded by the development of Hatfield New Town tight against its western edge and the construction of the A414 on its northern boundary. The impact of Welwyn Garden City further to the north is less significant, although still intrusive, because of the integration of this settlement into the landscape. The rural nature of the landscape to the east is therefore all the more important to the setting and heritage significance of the Hatfield estate as this allows it to be experienced as a prestigious country seat of nobility and gentry. Large scale development in the area to the east would not impact on views out of the well enclosed boundaries of the Registered area of parkland or on key views from the house or its approaches, but the potential development of the WGC5/EWEL1 site would encroach into the important eastern rural setting to the house, albeit the distance involved would mitigate the potential impact to a reasonable degree. Nonetheless the development of site WGC5/EWEL1 has the potential to lead to some harm to the heritage significance of the sensitive Hatfield Park complex.

- 4.3.8 Essendon Conservation Area and the Grade II\* listed Church of St Mary the Virgin in the village lie on the north-facing slope of the Lea valley to the south of the WGC5/EWEL1 site which lies on the south-facing slope of the Lea valley. There is some limited intervisibility between the site and the village, notably with the church as a distant landmark, but site WGC5/EWEL1 does not contribute substantially to the setting of the conservation area or the church other than to form part of the wider rural backdrop that is glimpsed through vegetation in some long views from the village.
- 4.3.9 Essendon Farm and Mill lie in the Lea Valley bottom and are viewed from the north-western edge of the Conservation Area with the WGC5/EWEL1 site visible in their wider surroundings and forming a rural backdrop on the north slope of the valley. Due to their situation at the bottom of the Lea Valley and intervening landscaping, however, the WGC5/EWEL1 site is not experienced directly in conjunction with the mill and the farm from within their curtilage. Overall, the development of site WGC5/EWEL1 therefore is considered to have the potential to have a minimal impact on the heritage significance of the Essendon heritage assets.
- 4.3.10 The Grade II listed Holwell Court is separated from the site's south-eastern edge by the busy A414 which forms a distinct physical barrier between the site and the unregistered parkland which encircles the house. The property is accessed directly from the A414 between two modest single storey gate lodges, which are actually contemporary to the pre-existing Holwell Stud Farm that was built in the north of the Holwell Court site a few years (by 1898) before the main house. This approach to the estate has the potential to be affected by development on the eastern edge of the WGC5/EWEL1 site, but this approach has been much affected by the changes in the landscape to the west and the upgrading of the original road to a busy dual carriageway. The development of the WGC5/EWEL1 site is therefore considered to have a limited potential effect on the heritage significance of this heritage asset.

#### *Development Criteria and Mitigation*

- 4.3.11 The WGC5/EWEL1 effectively splits into two areas, divided by the B195. The potential development of each side has different effects and implications for the various heritage assets identified as being potentially affected. The north side of the site has the most impact on Birchall Farm, the Panshanger Aerodrome Decoy Site Control Room and Panshanger Park, whilst the south side has is more sensitive in terms of its potential impact on Hatfield House and its more direct impact on Holwellhyde Farm.
- 4.3.12 There is little in the way of mitigation that would alleviate the potential significant harm caused to the heritage significance of the Birchall Farm Grade II listed buildings by the development of its surrounding agricultural land and thus the erosion of much of its setting. However, the retention of a reasonable amount of space around the farm grouping including the site of the moat and the green area immediately to the south of the grouping (that area cut off by the alignment of the B195) would alleviate this impact to some degree. It would at least allow the farm grouping some 'breathing space' to allow the buildings to be appreciated in something like a spacious setting. Alternatively, an area of open space within the development could be accommodated adjacent to the farm grouping to provide it with

the necessary separation from the proposed development. Some form of boundary planting may also be desirable around any retained area around the farm group, although the appropriateness of this will be determined by the layout and uses of the potential development in its immediate surroundings.

- 4.3.13 The Panshanger Decoy Site Control Room is nestled within the edge of Blackthorn Wood along the historic Green Lane on the north side of the site. It is important that this route is retained as it provides a direct connection to the former Decoy Site at Moneyhole Lane Park to the north which is important to understanding the heritage significance of the Control Room, assuming that the Control Room is retained. If it becomes necessary to remove it for any reason, it should be fully recorded to an appropriate level.
- 4.3.14 The important existing rural edge to the west of Panshanger Park has the potential to be significantly eroded by the development of the WGC5/EWEL1 site as this will potentially bring the eastern edge of Welwyn Garden City (currently not really experienced in conjunction with the Panshanger parkland) within very close proximity of Panshanger's western boundary. A buffer zone, particularly to the northeast of Birchall Farm where the WGC5/EWEL1 site comes closest to Panshanger, would help to mitigate the impact of the encroachment of Welwyn Garden City westwards. This has the potential to work well with the suggested retention of an open area around/adjacent to the Birchall farm grouping. In addition or, if necessary, alternatively, a continuation of the woodland block at Henry Wood just to the north of the site would provide screening of the development, helping to mitigate the visual impact.
- 4.3.15 The secluded nature of the Grade II listed Holwellhyde Farm immediately adjacent to the western boundary of the WGC5/EWEL1 site has been discussed in section 3 of this report. It has historically however had a clearer and more direct relationship with the surrounding landscape than it does now, although this has been eroded for some time over the course of much of the C20. Nonetheless, its formerly agricultural setting is still evident to the south/southwest and is important to the experience of this heritage asset. It would be beneficial to its heritage significance if an element of open space could be retained in its immediate surroundings to the south which is the most open aspect of its setting.
- 4.3.16 The form of development in the wider area of the south side of the WGC5/EWEL1 site is key to the acceptability of the proposed development of this area given its visibility in the predominantly rural Lea valley, although it is acknowledged that this character is affected by the route of the A414. The existing New Town development of Welwyn Garden City that forms the current south-eastern edge of the town has been relatively successfully amalgamated into the landscape through the continuation of the founding garden city principles of the original settlement. Indeed the Beehive area which lies close to site WGC5/EWEL1 is acknowledged to be particularly successful in design terms.
- 4.3.17 The WGC5/EWEL1 site in theory offers the potential for another expansion of the garden city ideals translated into a modern idiom in the way that the Beehive area was. Key to the success of any such application of the garden city principles will be a thorough and careful consideration of how the layout of the development will respond to existing landscape



features and topography and how it will be viewed in the wider context. The location and landscaping of open spaces will also form an important part of mitigating the potential impact on the wider setting of Hatfield House the rural quality to the east of which is important to its setting and heritage significance. Currently the southern edge of Welwyn Garden City is not prominent in views from around the Park, but if development were extended to the southern extremity of the WGC5/EWEL1 site, this would start to enclose the eastern views with development, to the detriment of the Park.

4.3.18 The mitigation measures required will depend upon the nature of the development that comes forward, for example with regards to density and scale. The retention of open spaces and landscaping is suggested here as a means of mitigating potential impacts, however the precise placement and extent of these measures will need to be given detailed consideration as part of the development process. Any impacts on the heritage assets along with the mitigation measures will need to be justified in line with local and national planning policy.

4.3.19 It is considered that there is scope for development on site WGC5/EWEL1, but this will need to be very carefully considered and designed to integrate as successfully into the landscape as the existing extents of Welwyn Garden City do. If this can be achieved then there is scope for mitigation of the impacts on the affected heritage assets.

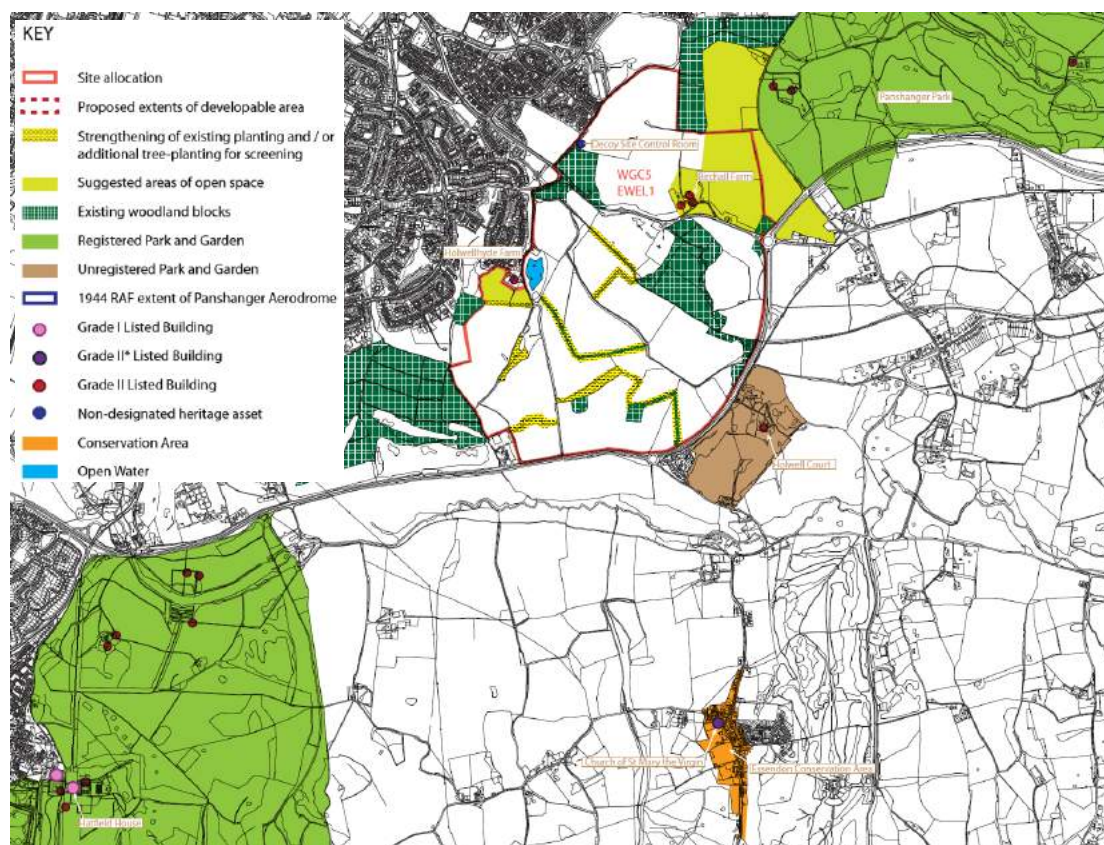


Figure 29: Development Concept Diagram for site WGC5/EWEL1 (full size map in Appendix 3) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

#### 4.4 HERT3 – Sites West of Hertford

##### *Capacity for Development*

- 4.4.1 These two sites form two parts of one site allocation known as HERT3. They lie just to the north and east of the Grade II\* Registered Panshanger Park, the setting and therefore heritage significance of which, the sites have the potential to affect. The northernmost of the two sites is also considered to have the potential to affect the setting of Goldings, a Grade II Registered Park and Garden which lies northeast of the site allocation.



Figure 30: HERT3 Sites West of Hertford (from East Herts Council Draft District Plan – Preferred Options Consultation 2014) © Crown Copyright and database 2016. Ordnance Survey 100018528.

- 4.4.2 Panshanger has dense woodland plantations on its boundaries which limits the interaction it has with the surrounding landscape, the important exception being the historic estate connection along the River Mimram to Tewin Water to the west. However, its rural surroundings outside of these enclosed boundaries contributes to the way the asset is experienced. Therefore, the potential development of parts of this rural area, especially in close proximity to the eastern boundaries of the Park which the outer suburbs of Hertford already partially meet, has the potential to cause harm to the heritage significance of the Registered Park and Garden.
- 4.4.3 Goldings to the northeast of Panshanger has no designed intervisibility with the larger Park with views from within Goldings designed to take advantage of prospects to the southwest, towards Hertford. The intervening land between the two parks was open farmland interspersed with woodland blocks, a landscape feature that remains today. The farmland closest to Panshanger has however been affected by mineral extraction works which have changed the landscape context between the two parks. Long Wood screens the northern site from any distant views from Goldings in this direction. Potential development of this site is therefore considered to have the potential for at worst, only a very limited impact on the heritage significance of Goldings.

##### *Development Criteria and Mitigation*

- 4.4.4 The eastern site abuts the far eastern point of the Registered parkland area on its north side. This boundary is formed by a woodland block known as Lady Hughe’s Wood through which a public footpath known as Chain Walk runs. A permissive footpath runs across the southern end of the potential development site and meets Chain Walk in Blakemore Wood which

forms the western boundary of the east development site. There is a small gap between these two woodland blocks at the southwest corner of the east development site which allows views into the adjoining open land to the west, but this lies outside the Registered area, although there is no definition between this open land and that within the Registered area further west.

- 4.4.5 Development on this eastern site would therefore be very self-contained and discrete from the Registered area, but would be directly adjacent to the boundary of the parkland. This would erode the already small rural buffer that still exists at this eastern end of Panshanger, further enclosing the parkland with urban development. If development is to occur in this location, careful consideration must be given to how the development will be designed to ensure as much of the rural character of this small area can be retained. It would be desirable to maintain an open area along the south side, perhaps using the existing permissive footpath route as the edge against which a screening boundary could be planted to mitigate the visual impact of development in this location. This would perform a similar function to the existing densely treed boundaries of the park which mitigates the existing visual impact of the western suburbs of Hertford.
- 4.4.6 Development on the northern site has the potential to also effectively further enclose Panshanger with urban development. However, the existing western edge of the Sele Farm suburb is rather untidy, if not unduly prominent, and some development in this location may actually be beneficial as it could form a more appropriate urban edge which would be an enhancement to the landscape in this area. It would similarly however be beneficial to leave the western end of this development site more open in order to leave a buffer zone between the new development and the Registered area of Panshanger.
- 4.4.7 In both the HERT3 sites, the scale of development should be kept modest to reflect the urban fringe location of the sites and to mitigate the potential impact on Panshanger Park, and more indirectly Goldings.





Figure 23: Development Concept Diagram for sites HERT3 (full size map in Appendix 3) © Crown copyright and database rights 2016. Ordnance Survey Licence number LA 100019547.

## 5 Development Proposals Criteria

5.01 Stage 3 of Historic England’s Advice Note 3 ‘The Historic Environment and Site Allocations in Local Plans’ sets out the recommended contents of site allocation policies from a heritage perspective. This advice has been followed in the suggested set of criteria against which development proposals on the site allocation should be assessed at the masterplanning stage. Slightly differing criteria are proposed for each of the site allocations considered to be acceptable, i.e. WGC4, WGC5/EWEL1 and HERT3, to reflect the varying sensitivities of heritage assets affected and the size and complexity of each site.

### WGC4 – Panshanger Aerodrome

5.02 *What is expected* – The Panshanger Aerodrome site will form an almost entirely housing led northeast extension to Welwyn Garden Suburb, extending the existing Panshanger area development. Assuming an estimated dwelling capacity of 700 units in a range of housing types, there will be a requirement for an individual convenience store at the eastern end of the site.

5.03 *Where it will happen on the site* – Following the assessment of the site’s capacity above, from a heritage perspective, it would be beneficial to have significantly less, or ideally no, development at the eastern end of the site to mitigate the impact of the development on the setting of Panshanger Park and Marden Hill. If this development principle is not adhered to in any masterplan proposals brought forward for the site, such proposals should demonstrate how the harm caused by development in this location to the heritage significance of these heritage assets will be avoided or mitigated.

5.04 It has also been suggested in the assessment above that consideration could be given to revising the Green Belt boundary to ensure there is not an overall loss of developable area. It is however acknowledged that in the 2012 Local Plan Consultation, the supporting text for this site (in Land for Housing Outside Urban Areas – 3 Welwyn Garden City) states that only minor revisions to the Green Belt boundary would be considered and only where this would be necessary to demonstrably improve the layout and sustainability of development. Para 4.1.6 of this report notes that there would be benefits for the heritage interpretation of the former aerodrome if the northern boundary of the site followed historic field boundaries and the existing route of the airfield which would offer a slightly deeper site area and potential consequential benefits to the spatial layout of the site. However, the onus would be on the masterplanners of the site to demonstrate the sustainability of any proposals to revise the Green Belt boundary on this basis.

5.05 *Mitigation and enhancement measures* – A full record of the remaining structures on the aerodrome site will need to be undertaken before any development on the site occurs. Developers will be required to set out how and when this will be undertaken with reference to the appropriate English Heritage / Historic England guidance and other best practice



advice. This will increase understanding of the heritage significance of the aerodrome site and its structures through research and recording.

- 5.06 Masterplanners will be required to provide proposals for strengthening and additional planting along the northern and eastern boundaries of the site. The screening shown in Figure 26 is the minimum necessary to minimise the impact of development on this site on the setting of the heritage assets considered to be affected. The Structural Landscape Area allocated in the Welwyn Hatfield District Plan 2005 is generally more extensive than the screening planting suggested in Figure 26 and would therefore provide better mitigation in these areas, assuming that it is appropriately managed. Details of maturity, species, numbers of specimens, and depth of planting areas will be required to ensure the appropriateness of the proposed planting and to demonstrate the effectiveness of the resultant screening function of these planted areas. Information regarding the management of these areas must also be provided to ensure the long term effectiveness of such measures.
- 5.07 The provision of public access to the aerodrome site through its redevelopment offers scope for significant interpretation of the site's heritage significance and would make good use of the wealth of material already available which would be supplemented by the full recording of the remaining structures on the site. Interpretation of the site should be incorporated into the layout of the development (see below) and be a fully integrated part of the masterplan process. Developers will need to set out how they envisage the appropriate interpretation of the site's significance will be integrated into the underlying principles of the masterplan.
- 5.08 *Design principles* – The development capacity of the site in section 4 of this report is predicated on the principle of a medium density (approx. 20-40 dph) almost entirely housing development of approx. 2 storey properties. This is considered to be the most appropriate form of development for this site taking into account the existing topography and wider landscape setting of surrounding heritage assets. Developers must justify any proposals that significantly increase the density of the site or the height of buildings over and above the above assumed development density and height, and demonstrate that they will not cause further harm to the heritage significance of the affected heritage assets or provide details of how this harm will be mitigated.
- 5.09 The layout of the development should aim to reflect the key characteristics of the aerodrome site through the alignment of routes and/or open spaces and development parcels. Perhaps the key feature of the aerodrome is the airstrip and the retention of its memory through the layout of the development should be incorporated into the proposals unless it is demonstrated through the masterplan process that this would result in an unsustainable layout. The prudent choice of names for key routes and spaces is a consideration for the detailed design stages of the development, but should be considered as part of the interpretation strategy for the site.

- 5.10 Developers must also demonstrate that the infrastructure of the development will not significantly increase the amount of traffic using Panshanger Lane as this would be detrimental to the rural quality of the western edge of the Grade II\* Registered Panshanger Park. Traffic management measures will be required through the masterplan process anyway, but should also therefore consider the impact of additional traffic and new routes etc. as part of the infrastructure of the new development, on the quality of the historic environment, with particular regard given to the setting of Panshanger Park.

#### **WGC5/EWEL1 – Birchall Garden Suburb**

- 5.11 *What is expected* – This site is estimated to be able to provide approx. 1200 homes within the Welwyn Hatfield Borough and approx. 1700 new homes within the East Herts District in a primarily housing led development, forming a new suburb to the southeast of Welwyn Garden City. Supporting infrastructure will include a small new neighbourhood centre which will contain appropriate local retail and employment opportunities. Primary and secondary schools will also be required alongside other social infrastructure including community facilities, health services, green open space and play areas.
- 5.12 *Where it will happen on the site* – Two broad areas for development are suggested through the two local authorities’ draft local plans. That in Welwyn Hatfield, to the south of Holwellhyde Farmhouse, and that in East Herts to the east of Panshanger Park, around Birchall Farm and which is by far the larger of the two broad areas (in terms of potential housing numbers). The propensity for harm to these heritage assets has been discussed in section 4 above, and it is considered that in order to mitigate this potential harm to the setting of these assets, adequate areas of open space need to be retained around them. This is demonstrated in the concept plan in section 4. If this development principle is not adhered to in any masterplan proposals brought forward for the site, such proposals should demonstrate how the harm caused by development in this location to the heritage significance of these heritage assets will be avoided or mitigated.
- 5.13 The visibility of the site in views from Hatfield House and Park and the Essendon heritage assets (and to a lesser extent Holwell Court) will be a key consideration in the development of a masterplan for the part of the site within Welwyn Hatfield (WGC5). In order to accurately assess the likely impact of development in this portion of the site, views from these heritage assets must be prepared to demonstrate the likely impact of development on their setting. This further analysis should then inform the development of a masterplan that responds to the identified relative heritage sensitivities across the site along with mitigation measures such as structural planting so as to adequately mitigate any potential harm to their heritage significance.
- 5.14 *Mitigation and enhancement measures* – Masterplanners will be required to provide proposals for maintaining and strengthening existing woodland blocks and tree belts on the site as a key part of strengthening the landscape character of the site and ensuring the development of the site is underpinned by a landscaping strategy which links in with the Green Biodiversity Corridor aims of the emerging local plans. This connection to the wider

natural environment is also a key principle of the Garden City ethos which the site's development should seek to achieve in order to continue the success of the nearby Beehive Area in reinterpreting the Garden City principles in a modern idiom.

- 5.15 Additional planting will also be required following the contours of the site to ensure that development is integrated into the landscape in the same successful manner that much of the existing Welwyn Garden City is when viewed from the surrounding area. Details of maturity, species, numbers of specimens, and depth of planting areas will be required to ensure the appropriateness of the proposed planting and to demonstrate the effectiveness and quality of the resultant screening function of these planted areas. Information regarding the management of these areas must also be provided to ensure the long term effectiveness of such measures.
- 5.16 If the inert waste recycling facility currently located on the south side of the B195 is removed as part of the development of WGC5 and EWEL1, this area will then need to be returned to a suitable state for either development (if this part of the allocation site can be successfully integrated into the landscape without harm to the setting of the nearby heritage assets following the exercise advocated in para 5.13 above). Or, if contamination or other issues preclude development, this area could be used as part of the generous green space that should characterise the design of a new Garden City suburb.
- 5.17 *Design principles* – As an extension to an existing Garden City, it is essential that masterplanners for the site demonstrate how the development of the site will meet the Garden City principles and contribute to the holistic planning of Welwyn Garden City. Fundamental to this is the enhancement of the natural environment which is a key part of the setting to many of the heritage assets identified as being potentially affected by the development of this site. Retention and enhancement of the natural qualities of the site will be key to acceptability of development on this site and masterplanners will be required to demonstrate how this underpins the development.
- 5.18 The Garden City principles do not ascribe values or measurements to control the height, scale or density of development. However, there is a strong emphasis on the provision of homes with gardens which will likely steer building types towards certain forms. Given the topography of the site and the importance of fusing the built environment with the natural, it is also likely that development should not be of any great scale or height, of 2-3 storeys generally in common with the existing housing stock, and perhaps rising to 4 storeys for more commercial buildings. The onus is on developers to demonstrate that the scale, height and density of any proposals are appropriate to the site and that they will not cause further harm to the heritage significance of the affected heritage assets or provide details of how this harm will be mitigated.
- 5.19 The positioning and scale of the social and retail infrastructure will need to be especially carefully considered to ensure this potentially intrusive form of larger scale development is successfully integrated into the development and landscape. The use of open spaces and tree-lined streets within which to set such facilities should again form a key part of the

masterplan for the site and which developers will need to demonstrate has been adequately considered.

### **HERT 3 – Sites West of Hertford**

- 5.20 *What is expected* – These two sites will form an almost entirely housing led extension to the west side of Hertford to meet the East Herts short term housing requirement. Assuming an estimated dwelling capacity of 550 units (300 on the northern site and 250 on the southern site) in a range of housing types (including affordable units), there will also be a requirement for various supporting facilities.
- 5.21 *Where it will happen on the site* – Development of the southern of the two HERT3 sites has the greater potential to harm the significance of the Grade II Registered Panshanger Park. Development here would expand the urban environment of Hertford across Thieves Lane for the first time, into an area that has historically formed a continuation of the rural parkland/agricultural character of the Registered Park, and would lie immediately adjacent to the Registered boundary. For this reason, it is considered that if development is progressed on this site, it is suggested that an appropriate buffer zone is maintained between any development and the boundary to ensure some separation between it and the urban environment of Hertford. This is demonstrated in the concept plan in section 4. If this development principle is not adhered to in any masterplan proposals brought forward for the site, such proposals should demonstrate alternatively how the harm caused by development in this location to the heritage significance of these heritage assets will be avoided or mitigated.
- 5.22 It is also suggested that the northern ‘arm’ of this southern site could be extended marginally to the west to meet the existing tree line in this location which may help to partially mitigate the potential loss of developable area if the suggested buffer zone (see above) is progressed.
- 5.23 The northern of the two HERT3 sites is of less importance to the setting of Panshanger Park, but still contributes to the rural environment of the park which is an important element of the way the park is experienced. However, this site has also been historically disturbed by past mineral workings and affords views across the existing urban edge of the Sele Farm part of Hertford which is not well-defined. Development in the eastern part of this site would therefore offer the opportunity to create a better defined urban edge to Hertford, whilst the western part of the site should be kept open to ensure an appropriate buffer to Panshanger Park (as discussed above) is maintained. As before, if this development principle is not adhered to in any masterplan proposals brought forward for the site, such proposals should demonstrate alternatively how the harm caused by development in this location to the heritage significance of these heritage assets will be avoided or mitigated.
- 5.24 Again, it is also suggested that this northern site is marginally extended to the northeast to encompass the whole of the existing field boundary to create a logical development boundary, up to the existing tree block.

- 5.25 *Mitigation and enhancement measures* – In addition to the proposed areas of open space discussed above, it is also considered important that adequate tree screening belts or alternative appropriate visual screening is incorporated into any development proposals for both sites. The purpose will be twofold – firstly to mitigate the visual impact of the new development on the Registered Panshanger Park, and secondly to provide an appropriate transition between the rural and urban environment. Details of maturity, species, numbers of specimens, and depth of planting areas will be required to ensure the appropriateness of the proposed planting and to demonstrate the effectiveness of the resultant screening function of these planted areas. Information regarding the management of these areas must also be provided to ensure the long term effectiveness of such measures.
- 5.26 *Design principles* - The development capacity of the sites in section 4 of this report is predicated on the principle of a medium density (approx. 20-40 dph) almost entirely housing development of modestly scaled buildings. This is considered to be the most appropriate form of development for these sites taking into account their proximity to Panshanger Park and their urban fringe location. Developers must justify any proposals that propose a high density scheme and/or taller buildings than those in the immediate vicinity and demonstrate that they will not cause further harm to the heritage significance of the affected heritage assets or provide details of how this harm will be mitigated.
- 5.27 The rural character of the HERT3 sites are important to the experience and setting of Panshanger Park. Developers should demonstrate how this atmosphere will be retained or at least signalled through their proposals for the sites. This is particularly important for the southern of the two sites.
- 5.28 Developers must also demonstrate that the infrastructure of the development will not significantly increase the amount of traffic at present using Thieves Lane and the B1000 (Hertford Road) as this would be detrimental to the already compromised rural quality of the north-eastern edges of the Grade II\* Registered Panshanger Park. Traffic management measures will be required through the masterplan process anyway, but should also therefore consider the impact of additional traffic and new routes etc. as part of the infrastructure of the new development on the quality of Panshanger Park.



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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY THE LEADER OF THE COUNCIL

#### HERTFORD AND WARE EMPLOYMENT REPORT, JUNE 2016

WARD(S) AFFECTED: All Hertford and Ware and surrounding

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

- To enable the panel to consider the Hertford and Ware Employment Study, June 2016

<b><u>RECOMMENDATIONS FOR DISTRICT PLAN EXECUTIVE PANEL:</u></b> <b>That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the Hertford and Ware Employment Study, June 2016, be approved as part of the evidence base to inform and support the East Herts District Plan; and</b>
<b>(B)</b>	<b>the Hertford and Ware Employment Study, June 2016, be approved to inform Development Management decisions.</b>



#### 1.0 Background

1.1 The Council commissioned an Employment Study of the towns of Hertford and Ware earlier in the year. This follows earlier work of a similar nature in Bishop's Stortford and because of a range of issues related to the ongoing use of employment sites in the towns, most notably because of schemes coming forward for the redevelopment of employment sites for housing and their consequent loss.

1.2 The consultant engaged by the Council was asked to assess the current strengths and weaknesses of the two towns and how they can continue to prosper through the growth of business and employment. Advice on the requirement for employment sites in the towns was sought, based on an assessment of the quality of

existing sites. Thirdly the consultant was asked to set out an overall strategy for the provision of floorspace. The work was undertaken in the context of the Councils Economic Development Vision and Action Plan.

1.3 The report comprises a thorough assessment of the economic strength and potential of the two towns. It presents:

- an economic profile of the towns;
- an analysis of the existing and changes to the stock of employment floorspace in the towns;
- a summary profile of each of the employment sites (except GSK in Ware, as it is in single company occupation)
- an analysis of the strengths and weaknesses of the economy of the towns; and,
- makes recommendations on policy, strategy and planning for employment land in the towns.

1.4 The Executive Summary from the report is attached as **Essential Reference Paper B**

## 2.0 Report

2.1 The following details summarises some of the main elements of the report. It establishes that a high proportion of the residents of the towns, that are of working age, are economically active. The towns are characterised by a relatively well qualified workforce.

2.2 It is noted that the number of jobs available in the towns has decreased since 2009, down by around 600. This is contrary to the trend across the district and other benchmark areas. This implies that the towns have become a less important employment centre and that out-commuting has likely increased.

2.3 The report notes that 36% of the residents in the towns who are in work, also work in the towns. An additional 7% work elsewhere in East Herts and the remaining 57% commute out of the district to work.

2.4 With regard to employment floorspace the report notes that the current provision of floorspace in the towns essentially provides for the needs of local businesses. The towns are unable to compete for large occupiers with the floorspace in the main transport corridors (M11, A1(M) and M25). Hertford and Ware should be able to compete however for medium and small



occupiers looking for space in south east Herts. The report introduces the potential need to plan for the provision of good quality B1 floorspace in a well accessed strategic location, potentially on the A414 or A10 road corridors.

### 3.0 Strategy

3.1 The report sets out that it is important for the Council to develop a strategy for dealing with ongoing pressure to release employment sites for residential development. A key element of this will be achieving progress on the delivery of the District Plan and establishing a clear housing land supply position. Where this does not require the release of employment land, those sites can thereafter be protected.

3.2 The report also suggests that a strategy be devised for the re-provision of sites for employment in the towns, and in the vicinity, depending on the aspirations of the Council in the future.

### 4.0 Conclusion

4.1 The report provides a cogent and well researched basis on which to consider both short and longer term employment matters relating to the towns. It is recommended that it be endorsed by the panel as part of the evidence base for the District Plan and be relied upon in development management decisions.

### 5.0 Implications/Consultations

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

### Background Papers

Hertford and Ware Employment Study, June 2016

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	Priority 2 – Enhance the quality of people's lives Priority 3 – Enable a flourishing local economy
Consultation:	Internal consultation at this stage with the Councils Economic Development Team
Legal:	None
Financial:	No direct implications as a result
Human Resource:	None
Risk Management:	Further work of this nature seeks to ensure that all relevant issues are fully considered in the development of the Councils District Plan and in development management decisions.
Health and wellbeing – issues and impacts:	None direct, but employment provision and availability is relevant to health and wellbeing.

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# Hertford and Ware Employment Study

## Executive Summary

Client: East Hertfordshire District Council  
June 2016

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## Executive Summary

1. The purpose of this study is to advise EHDC on the future role of employment sites in Hertford and Ware in supporting economic growth. The report will inform the preparation of the new East Herts District Plan. The report also identifies what actions could be taken with respect to employment floorspace in Hertford and Ware to meet the objectives set out by EHDC in its Economic Development Vision and Action Plan (EDV&AP).
2. The research undertaken will inform those priorities of the EDV&AP that focus on enabling entrepreneurs and business start-ups; and lobby for the right infrastructure. Aspects of the work will also inform the EHV&AP priorities regarding vibrant town centres; and ensuring that EHDC is a business friendly Council.
3. A higher proportion of the working age population of Hertford and Ware are in work when compared to the District and County average. Similarly the proportion of Hertford and Ware residents who have a degree level qualification is above the EHDC and County average. Over a third (36%) of the working residents of Hertford and Ware also work in the two towns, with another 7% working elsewhere in East Herts.
4. This implies that over half of the working residents of Hertford and Ware work outside of the two towns and outside of East Herts. Significant numbers work in London and the local authorities immediately surrounding East Herts. This mirrors the pattern of East Herts as a whole where more East Herts residents work outside the District than in the District.
5. There were some 27,100 jobs in Hertford and Ware in 2014. Employment in the two towns has declined by some 800 jobs since 2009. The sectors that employ the largest number of people are the professional, scientific and technical services sector; manufacturing; business administration and support services and education. Hertford also has a strong representation of public sector employment.
6. On average the stock of employment floorspace (B1,B2, B8) has declined since 2008 by an average of 1,100 sq m per annum. However in 2014-15 almost 13,300 sq m (214,400 sq ft) of employment floorspace was lost; and it is anticipated that there will have been a further significant loss of employment floorspace in 2015-16. Most of this employment floorspace has been lost to residential development. This is a matter of serious concern.
7. Vacancy rates for all types of employment floorspace are now at very low levels – around 2% for office space and less than 2% for industrial space. Empty property that is not being marketed is excluded from these figures. It is known that a large amount of unoccupied floorspace is not being marketed because the owners are anticipating redeveloping property – overwhelmingly for residential uses.
8. The current portfolio of employment sites are of widely varying quality and size, but there are no multi-occupancy sites in Hertford and Ware that are likely to be able to compete with the best sites in the A1 (M), M11 or M25 North corridors. Most of the sites in Hertford and Ware cater for the needs of essentially local businesses, and are unlikely to appeal to inward investors.
9. However, intrinsically Hertford and Ware should be able to compete for small and medium sized occupiers looking for business space in south east Hertfordshire and south west Essex. However the current portfolio of sites and premises is not ideal for this purpose. The best site on offer is the Foxholes Business Park which has good accessibility, visibility and has a variety of B1a, B1c, B8 and Sui Generis property, and has high levels of occupancy. All other sites have limitations that disadvantage Hertford and Ware from attracting non-local

10. Of the better multi-purpose industrial estates, Mead Lane and Crane Mead have access problems. Along with the Marsh Lane Industrial Estate, these estates have some quality modern business space, but generally mixed in with much less satisfactory property. Smaller industrial estates perform an important role in meeting the needs of a wide variety of smaller businesses including those needing low cost premises. The least satisfactory industrial estate in terms of both quality and access is the Hertford Industrial Estate (Caxton Hill).
11. There is anecdotal information that there has been a significant loss of small office space in Hertford and Ware suitable for business of up to 10 people. Given the large number of such businesses in the study area, it is recommended that EHDC investigate options for providing shared business space in the form of business centres and move on accommodation. One option is to consider if whether space can be freed up in the public sector estate in Peg's Lane.
12. It is recommended that EHDC develop a strategy that seeks to stem the on-going loss of employment floorspace in Hertford and Ware. Absolutely essential to achievement of this objective is ensuring that EHDC can demonstrate that it has a 5 year housing land supply. EHDC should resist the loss of further employment sites, unless it is convincingly proved they are not fit for purpose; even then the aim should be to ensure some element of employment floorspace provision through mixed use development.
13. However, it will not be easy to resist the further loss of employment sites, so it is important that EHDC develop a strategy for re-provision of employment sites and making the most of existing employment sites in terms of land still available for development and improving the overall appearance, access, and visibility of industrial estates such as Marsh Lane, Crane Mead and Mead Lane; and that the scope to allocate a new site (or sites) around the intersection of the A414 and A10 on land not suited to residential development is investigated.
14. As part of this medium to long term strategy for the re-provision of employment floorspace, there is a need to plan for provision of good quality B1 floorspace in an attractive, well accessed strategic location somewhere in the southern part of East Herts, which implies a location on the A414 or A10, or at the intersection of these two trunk roads. Previous work for EHDC has identified the strategic role of Bishop's Stortford as a business location in the east of the District.
15. This investigation into new strategic site allocations in the south central part of East Herts would also need to consider the possibility of land allocation for employment use on the south eastern boundary of East Herts on the A414, as well as how to secure employment land development within East Herts around junction 8 of the M11.
16. In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term.
17. Bringing forward new employment sites that have strong market appeal should be regarded as a corporate priority given the announced by the Chancellor of the Exchequer in October 2015 that by the year 2000 local authorities will be able to retain 100% of business rates levied in their area. This will be accompanied by a substantive move away from central government core grant funding of local authorities.

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 1 – INTRODUCTION: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 1 (Introduction) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 1 (Introduction) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for the Introduction at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and then sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 Rather than presenting a 'track change' iteration of the previous version it is considered appropriate that the Introduction be rewritten. The Introduction was written in the context of the Preferred Options Draft District Plan and so needs to reflect the next stage in the Plan Making process. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 Instead, a revised chapter, which will take account of the comments identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August.
- 2.4 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B' to this report, as a basis for informing a redrafted chapter on the Introduction in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Draft 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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Issue Number	Issues raised through consultation	Officer response
<b>General Issues</b>		
1.0	This is not a local plan but a plan for implementing policies that have been imposed on the district from the outside. There should be recognition that EHC have been pressured into these proposals.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Whilst the East Herts District Plan has been prepared in accordance with the National Planning Policy Framework, the Plan sets out the local vision and strategic priorities for the area, together with district-wide and settlement specific policies on the homes and jobs needed in the area. A wide section of the community has been proactively engaged in the preparation of the District Plan, which reflects as far as possible an agreed set of priorities for the sustainable development of the area.</p>
1.1	HCC is concerned with regards to Household Waste Recycling Centres and their capacity to deal with the proposed developments. There are moderate concerns for the: Buntingford, Ware and Cole Green sites and a significant concern for the Bishop's Stortford site. Re-location of the Bishop's Stortford site should be considered, perhaps to the west of the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The management of household waste is a County matter; however the Council is continuing to work with HCC to identify potential locations for household waste and recycling centres.</p>
1.2	It is unclear from Chapter 1 whether the District Plan provides the approach envisaged by NPPF. There are site specific allocations but the creation of further DPDs is noted. Demonstration of why work must be referred to later DPDs and cannot be included in the District Plan must be provided.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Since undertaking the Preferred Options consultation, the Council has continued to gather a significant amount of technical evidence. Given the evidence that is now in place, Officers consider that the 'Broad Locations for Growth' (North and East of Ware, East of Welwyn Garden City and the Gilston Area) should now be included as site allocations within the District Plan, without any further requirement for separate DPDs. Further information will be provided in Settlement Appraisal for each location which will be presented to the District Planning executive Panel on the 25<sup>th</sup> August.</p>
1.3	Bishop's Stortford Civic Federation has little confidence that EHC will adhere to an up to date District Plan if tempted by opportunistic developers. Reference is made to the Local Plan 2007 and the development of unallocated Old River Lane/Causeway site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Concern noted, however, opportunities will always be presented for development regardless of the stage of preparation of a local plan.</p> <p>The Old River Lane site is allocated within the emerging District Plan for mixed use development including for retail, leisure and residential development.</p>



Issue Number	Issues raised through consultation	Officer response
1.4	The District Plan does not give adequate consideration to local issues. More weight should be given to local issues rather than policies that apply to the whole district.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan is a strategic document which is the key to delivering sustainable development that reflects the vision and aspirations of local communities.</p> <p>Neighbourhood Planning offers local people the opportunity to ensure that they get the right types of development for their community, taking account of local issues.</p>
1.5	The Council has previously promised infrastructure to be provided in hand with development, however there is no evidence of this in the District Plan. Development will be unsustainable; infrastructure will be stretched (roads, medical facilities, schools, rail services).	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Infrastructure Delivery Plan, to be presented to Members alongside the final District Plan in September, will provide a significant level of information with regards to infrastructure requirements and phasing. Further information is also provided within the Delivery Study.</p>
1.6	The East Herts District Plan should be shaped by the community and not just provide high density development, commercial malls and commercial leisure centres.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan has been shaped by the community through both the Issues and Options Consultation and the Preferred Options Consultation. The community will also have a further opportunity to make representation at the Submission stage.</p>
1.7	Development HERT4 is not deliverable, accessible or sustainable.	<p><b>No amendment to Plan in response to this issue</b></p> <p>These issues are covered under the Issues Report for Chapter 7: Hertford.</p>
1.8	Thousands of houses and a shopping centre could be built at Standon and Puckeridge. It is close to the A10 and not in the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council could adopt a strategy whereby no Green Belt land is released, however this would result in having to provide significantly more development within the more rural area to the north of the District which is not considered to be a sustainable approach.</p> <p>A potential new / expanded settlement option was considered in the A10 corridor but it was concluded that this would not be deliverable within the plan-period.</p>
1.9	Concern raised over the loss of the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council could adopt a strategy whereby no Green Belt land is released, however this would result in having to provide significantly more development within the more rural area to the north of the District which is not considered to be a</p>

Issue Number	Issues raised through consultation	Officer response
		sustainable approach.
1.10	Towns should be ranked in terms of available brownfield sites/infill opportunities, before green belt is used for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has always sought to bring forward brownfield sites wherever possible. This includes the Goods Yard in Bishop's Stortford and the Mead Lane area in Hertford which are proposed for allocation within the District Plan. However, being a predominantly rural district, there are very few brownfield sites available. Therefore development on greenfield / Green Belt sites is required.</p>
1.11	Objection to development East of Welwyn Garden City, on the grounds of loss of greenbelt, coalescence of towns, lack of infrastructure (roads, medical facilities).	<p><b>No amendment to Plan in response to this issue</b></p> <p>These issues are covered under the Issues Report for Chapter 11: East of Welwyn Garden City.</p>
1.12	<p>Concern raised that a number of villages have had their categorisation changed when no facilities have been added.</p> <p>For example: Birch Green has been changed from a Category 3 to a Category 2 village.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has undertaken further work on village categorisation and the overall village strategy. This work has been on-going with local Member and Parish Council input throughout the process.</p> <p>These issues will be covered in the Issues Report for Chapter 10: Villages, which will be presented to the District Planning Executive Panel on the 25<sup>th</sup> August.</p>
1.13	Demographic projections are questioned, why is there a need for 15,000 houses to be built?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires Local Plans to meet the <i>'full objectively assessed needs for market and affordable housing ...'</i> (paragraph 47). In East Herts the Objectively Assessed Housing Need (OAHN) is for at least 745 new homes per year over the plan-period. This is based on evidence set out in the Council's Strategic Housing Market Assessment (SHMA). The SHMA identifies the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which meets household and population projections, taking account of migration and demographic change, and market signals such as affordability.</p>
1.14	The amount of development allocated to Ware is disproportionate in relation to other settlements. It will result in the loss of character of Ware and further congestion. The council must listen to the residents of Ware and adapt the proposals accordingly.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Apart from the SLAA and former Co-op Depot sites, which would jointly deliver 32 homes (which is considered to be small in scale), the Preferred Options Consultation also proposed development to the North and East of Ware which was</p>

Issue Number	Issues raised through consultation	Officer response
		<p>phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
1.15	The plan has not taken into consideration transport needs, economic development, environmental or social impacts on Sawbridgeworth.	<p><b>No amendment to Plan in response to this issue</b></p> <p>These issues are covered under the Issue Report for Chapter 8: Sawbridgeworth.</p>
1.16	The Draft District Plan does not include important information that can be found in the supporting documents. There is a concern that people will not fully understand what is being proposed. For example, there is mention in the supporting document of 200 dwellings to be built on High Oak Road/Fanhams Hall Road, Ware but no reference in the Draft District Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Government's Planning Practice Guidance requires local plans to be as focused, concise and accessible as possible. As such the Council has included as much information as is reasonable within the District Plan document. The District Plan, however, is supported by a vast evidence base, which is clearly signposted by information boxes contained within the Plan.</p>
1.17	The EHC webpages are out of date. The call for sites/SLAA data sets are missing sites. This may give the public a false picture of the amount of sites up for development. The SLAA process has not been completed, therefore the Draft District Plan has been released too early.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council makes every effort to update its website.</p> <p>The SLAA considers whether sites <i>could</i> be developed not whether they <i>should</i> be developed and therefore informs the Council's understanding of potential land availability which could be brought forward as part of a rolling supply of land available for housing.</p>

Issue Number	Issues raised through consultation	Officer response
1.18	It was very difficult to comment on the District Plan, the IT portal was very hard to use and many residents (Bishop's Stortford and Ware) did not receive the District Plan documents. This is probably why there are so few comments. The consultation should be repeated to give people adequate chance to comment.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council received a good level of participation from the community and has received a large number of responses to the consultation. The Regulation 19 Consultation on the proposed Submission District Plan taking place this autumn gives residents the opportunity to make further representations.</p>
1.19	Recognition for the Authority's efforts in seeking to get the Local Plan in place, as soon as is practical. Without a plan in place the district would be vulnerable to speculative and unsustainable development. There is a balance to be struck between a speedy process and proper consultation, but it is important that the adoption of Local Plan is not delayed.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has made every effort to move the plan forward as quickly as possible to prevent speculative development whilst also incorporating full and necessary public consultation. It is also important is to ensure that the District Plan is sound so that it can pass examination. As noted there is an important balance to be struck and submitting a Plan that is not 100% sound would push back adoption dates further.</p>
1.20	The plan does not recognise the current traffic and service problems even before these are exacerbated by dramatic housing/population expansion.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is fully cognisant of existing problems and is aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process.</p> <p>In regards to the existing traffic problems investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed. It should be noted that HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit.</p>
1.21	Support is noted for the overall District Plan. It is important that there are clear divisions between built-up areas so that the character of the district is maintained.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. The potential coalescence of settlements has been a key consideration of the Council when identifying sites for development.</p>
1.22	The plan has been dictated by pressures from developers and Central Government.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Whilst the East Herts District Plan has been prepared in accordance with the National Planning Policy Framework, the Plan sets out the local vision and strategic priorities for the area, together with district-wide and settlement specific policies on</p>

Issue Number	Issues raised through consultation	Officer response
		the homes and jobs needed in the area. A wide section of the community has been proactively engaged in the preparation of the District Plan, which reflects as far as possible an agreed set of priorities for the sustainable development of the area.
1.23	The District Plan proposals are absurd and unsustainable. Any District Councillor who is voting on this plan should resign to make the plan an election issue.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan has been shaped by the community through both the Issues and Options Consultation and the Preferred Options Consultation. The District Councillors have supported and been involved throughout the process.</p>
1.24	Objection to the plan as the evidence gathering stage is incomplete.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is confident that the District Plan is based on robust, up-to-date and relevant evidence in accordance with the NPPF.</p>
1.25	Shire Consulting state that the District Plan in its current form is too long, steps should be taken to reduce the number of policies and extraneous verbiage throughout the plan. A great number of policies are not specific to East Herts and add nothing to NPPF or NPPG, these include: GBR1, GBR3, DES1, EQ2, EQ3, EQ4, TRA1, TRA2, HA1, HA2, HA3, HA7, HA9, NE1, NE2, WAT1, WAT2, WAT3 and WAT5.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Not agreed. Together the policies and supporting text in the District Plan provide a locally distinctive framework for decision making.</p>
<b>What is the District Plan?</b>		
1.26	Figure 1.1 is inappropriate, unnecessary and over-simplistic.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. Chapter 1 will be re-drafted to present an up-to-date introduction to the Plan.</p>
<b>Preparation of the District Plan</b>		
1.27	Hertfordshire Ecology is concerned with how much confidence can be placed in green infrastructure plans to provide the context for securing the desired objectives. The habitat-based contextual LNP Ecological Network maps in places bear little or no relation to the map of Habitats and Biodiversity plan. Some reference to practical implementation of projects or support of appropriate land use would	<p><b>No amendment to Plan in response to this issue</b></p> <p>These issues are covered under Chapter 19: Natural Environment. The policies within Chapter 19 and within each strategic allocation seek to ensure a net gain in biodiversity. Hertfordshire Ecology is a key stakeholder and will be engaged in</p>

Issue Number	Issues raised through consultation	Officer response
	be helpful in this respect.	masterplanning for strategic development where appropriate.
1.28	Hertfordshire Ecology states that an up to date evidence base is essential. In respect of biodiversity, this is reflected in the role of Hertfordshire Environment Records Centre (hosted by Herts & Middlesex Wildlife Trust).	<p><b>No amendment to Plan in response to this issue</b></p> <p>These issues are covered under Chapter 19: Natural Environment. The policies within Chapter 19 and within each strategic allocation seek to ensure a net gain in biodiversity. Hertfordshire Ecology is a key stakeholder and will be engaged in masterplanning for strategic development where appropriate.</p>
<b>Working with Neighbouring Authorities and Key Stakeholders</b>		
1.29	There is little evidence of joint working with surrounding authorities. There are large developments around the towns of WGC, Harlow and Hatfield, which will require strategic cooperation. Why is evidence of joint working not incorporated into the District Plan?	<p><b>No amendment to Plan in response to this issue</b></p> <p>This Council is working closely with our neighbouring authorities including through the creation of joint policies, masterplans, Memorandums of Understandings and evidence bases. All minutes of Duty to Co-operate meetings are presented to the District Planning Executive Panel and are recorded on the Council's website. A Duty to Co-operate Compliance Statement will be published in due course.</p>
<b>How can you comment on District Plan?</b>		
1.30	What is submission participation? How does consultation differ from participation?	<p><b>No amendment to Plan in response to this issue</b></p> <p>This is the final stage for making representations before the District Plan is submitted for independent examination by a government appointed Planning Inspector. This stage offers the opportunity for members of the public and other stakeholders to make representations on whether the District Plan has been prepared in accordance with legal requirements and whether it is sound (i.e. whether the Plan has been positively prepared, is justified, effective and consistent with national policy). Any representations made at this stage will be summarised by the Council and sent to the Planning Inspector.</p>



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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 2 – VISION AND STRATEGIC OBJECTIVES: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 2 (Vision and Strategic Objectives) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 2 (Vision and Strategic Objectives) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for the Vision and Strategic Objectives at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 Rather than presenting a 'track change' iteration of the previous version it is considered appropriate that Chapter 2 be rewritten to reflect the next stage in the Plan Making process. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 Instead, a revised chapter, which will take account of the comments identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August.
- 2.4 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B' to this report, as a basis for informing a redrafted chapter on the Introduction in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Draft 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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Issue Number	Issues raised through consultation	Officer response
<b>General Issues</b>		
2.1	There is a presumption that large scale development is inevitable, small scale development would be more appropriate. There are houses outside of East Herts that are unoccupied.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Strategic scale development is required. The NPPF requires Local Plans to meet the <i>‘full objectively assessed needs for market and affordable housing ...’</i> (paragraph 47). In East Herts the Objectively Assessed Housing Need (OAHN) is for at least 745 new homes per year over the plan-period. This assessment is made within a Housing Market Area (HMA) which includes a number of neighbouring authorities and considers their housing situation and needs as well.</p> <p>Policies in the District Plan must be appropriate for the large-scale delivery of housing.</p>
2.2	What is this housing crisis? What sorts of houses are needed? Why so many in East Herts? Development on this level will threaten the quality of life of residents.	<p><b>No amendment to Plan in response to this issue</b></p> <p>There has been a UK housing crisis for a number of years where the supply of housing has fallen dramatically behind the demand. This is particularly prominent in the south of England where its proximity to London is increasingly desirable. While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of East Herts and its residents.</p>
2.3	The government must identify homes needed for local communities. This could be achieved by re-introducing building of council housing, which is owned by the council and never sold.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Strategic Housing Market Assessment (SHMA) identifies the districts housing need including the mix/size/tenure of homes required. The East Herts Housing Needs Survey (2014) addresses more localised housing needs within the district. The level of need across the district is not something that the Council would be able to deliver.</p>

Issue Number	Issues raised through consultation	Officer response
2.4	The plan does not cater for economic growth in East Herts; rather the new developments seem to be for London. Currently the average person is being priced out of London, this will soon happen to East Herts. Commuting by rail will also become even more difficult.	<p><b>No amendment to Plan in response to this issue</b></p> <p>East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. The SHMA however has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes (both market and affordable) and jobs over the Plan period.</p> <p>Hertfordshire County Council is currently in the process of updating its Rail Strategy, which will influence how train services can adapt to growing demand.</p>
2.5	Many residents in East Herts are in the older age bracket and would be happy to downsize their properties, if quality alternative housing was available. An area of low rise, easily maintained, energy efficient properties should be considered in the housing plan. Family size homes would then become available within the current town boundaries.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The East Herts Housing Needs Survey (2014) addresses localised housing needs within the district. One of its key recommendations is that future delivery strategies should be closely linked to meeting the growth in older people and enabling a better flow of the existing stock. This will be reflected in the policies contained within Chapter 13: Housing.</p>
2.6	There needs to be a balance of 1-6 bedroom houses for the growing diverse population. Bungalows also should be considered for older population so that family properties can become available.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Strategic Housing Market Assessment (SHMA) identifies the mix/size/tenure of homes required within the district. This will be reflected in the policies contained within Chapter 13: Housing.</p> <p>The East Herts Housing Needs Survey (2014) addresses more localised housing needs. One of its key recommendations is that future delivery strategies should be closely linked to meeting the growth in older people and enabling a better flow of the existing stock. Again, this will be reflected in the policies contained within Chapter 13: Housing.</p>
2.7	Where is the water for these developments going to come from?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has engaged with the relevant water providers throughout the Plan making process in order to ensure that the proposed level and location of</p>

Issue Number	Issues raised through consultation	Officer response
		growth can be accommodated. A county wide water study, led by Hertfordshire County Council, is also being prepared which will identify any issues with regards to water supply and drainage.
2.8	The increase in demand of housing will put stress on all infrastructures e.g. Schools, roads, rail, utilities, broadband. Infrastructure particularly sustainable transport should be provided in parallel with development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p> <p>The District Plan includes policies that seek to encourage sustainable travel, including walking and cycling. This will also help mitigate the impact of new housing developments.</p>
2.9	Creation of more hard standing areas will lead to more flooding.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Development will need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>
2.10	Energy generation could be assisted by the provision of grants for households to install small scale local energy generators.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This is not a planning matter and cannot be taken into account in the plan making process.</p>
2.11	There is no detail in the document on improving broadband provision. There needs to be work with infrastructure providers. Where is the evidence of this work?	<p><b>No amendment to Plan in response to this issue</b></p> <p>Broadband provision is addressed in Chapter 14: Economy (Section 14.4: Communications Infrastructure and Flexible Working Practices).</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
2.12	Before any plan to increase population in Ware is implemented, improvements to the road network must take place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure,</p>

Issue Number	Issues raised through consultation	Officer response
		<p>services and facilities, it is important that the development should complement the existing character of the town.</p> <p>This issue is further covered under the Issues Report for Chapter 9: Ware.</p>
2.13	Bishop's Stortford Civic Federation state that the visions and objectives are worthy, however they are expressed in such generality. Many plans could be compliant with these general visions and objectives.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The vision is specific to East Herts and has been developed through public consultation. The objectives are the stepping stones to deliver the vision and form the basis of the policies contained in the District Plan.</p>
2.14	The topic policy aims of the "Natural Environment" and "Landscape" sections state "protecting and enhancing of biodiversity assets" and "conserving and enhancing valued landscapes". If these aims are to mean anything for Ware then the High Oak fields must be retained and incorporated in any future development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This issue is covered under the Issues Report for Chapter 9: Ware.</p>
2.15	Hertford Civic Society states that the solution of bolting on new areas of housing to existing towns cannot continue without leading to the coalescence of the towns. More radical solutions are required.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. It is agreed that for the next Plan-period new settlement options, for example, will need to be considered to ensure that development in the future is sustainable.</p>
2.16	Hertford Civic Society state that the plan should involve a mechanism for preventing major developments proceeding until adequate infrastructure is supplied.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
2.17	Hertford Civic Society state that the draft Plan is housing focussed, not enough consideration has been given to employment, transport and retention of natural environment.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Not agreed. The Plan considers all of these matters and should be read as a whole.</p> <p>There are individual Chapters on Employment (Economy: Chapter 14), Transport (Transport: Chapter 17) and Natural Environment (Natural Environment: Chapter 19).</p>

Issue Number	Issues raised through consultation	Officer response
2.18	There is no reference to providing additional places of religious worship.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Plan clearly recognises that places of worship are community facilities. As such Policy CFLR7 and new Policy CFLR8 supports the diversity of faith communities by requiring the provision of adequate and appropriately located facilities in conjunction with new development, as well as protecting existing facilities.</p>
2.19	East Herts should incorporate more Eco builds into the District Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A self-build policy will be included within Chapter 13: Housing which will allow for further opportunities and encourage innovative design in East Herts.</p>
<b>Description of East Herts</b>		
2.20	Herts & Middlesex Wildlife Trust would recommend that the Council identifies the district's chalk streams in 2.2.7. These streams are particularly rare.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended information will be included in the revised Chapter.</p>
2.21	With regards to 2.2.7 Herts & Middlesex Wildlife Trust states that there are not 14 Local Nature Reserves in East Herts. There are 14 HMWT nature reserves, 1 of which is an LNR and another 7 of which are SSSIs. There are a total of 14 SSSIs in East Herts.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended information will be included in the revised Chapter.</p> <p>Updated information has also been included in Chapter 19: Natural Environment.</p>
<b>Key issues and challenges</b>		
2.22	2.3.2 is supported, this must ensure that constraints, such as visual impact resulting from topography are factored in to selecting the appropriate land for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support and comments noted.</p>
2.23	Disagreement with the sentiment of 2.3.3. Assessment of future needs must be based on robust evidence.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The assessment of future needs is based on robust evidence.</p>
2.24	2.3.3 is supported, however creating a vibrant economy for Hertford means tackling congestion on the A414 and introducing a pay on exit parking scheme to rival Welwyn Garden City's.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The constraints of the A414 are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed. It</p>



Issue Number	Issues raised through consultation	Officer response
		<p>should be noted that HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process.</p> <p>Pay on exit parking is not a planning matter and cannot be taken into account in the plan making process.</p>
2.25	<p>Hertfordshire Ecology supports the protection of high quality environment and biodiversity. However, equally important is the management of these. In this respect, the issues noted in paragraph 2.3.3 (rural economy) are acknowledged but the connection between the issues and the management needs to be understood and reflected in the plan. This may be achieved by developing a local food economy with traditional means of production and land management.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Land management is beyond the scope of the District Plan in terms of agricultural activity. Revised Chapter 14: Economic Development however includes an updated section on the rural economy and now refers to supporting the principle of local food production.</p>
2.26	<p>Paragraph 2.3.4 should recognise that East Herts needs more housing of all types, not just the specialist housing that is currently noted. There is a need for more open market housing.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Paragraph 2.3.4 is a summary of the key issues.</p> <p>The Strategic Housing Market Assessment (SHMA) identifies the districts housing need including the mix/size/tenure of homes required. This is reflected in the policies contained within Chapter 13: Housing.</p>
2.27	<p>Paragraph 2.3.4 should note that housing policy in areas of environmental constraints/green belt must make best use of land in terms of density. This may require a change from surrounding development patterns.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. A policy on density is contained within Chapter 13: Housing.</p>
2.28	<p>Thames Water suggests amending 2.3.5 to read "water, wastewater and energy".</p>	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended information will be included in the revised Chapter.</p>
2.29	<p>Support for 2.3.6, however, for this to be reality improvement in bus timetables is required.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. Whilst the policies contained in the emerging District Plan aim to facilitate a step change away from car usage, most buses in Hertfordshire are run commercially by bus companies and as such the Council does not have any influence over bus timetabling. For those services</p>

Issue Number	Issues raised through consultation	Officer response
		that are subsidised by the County Council, that authority has responsibility for determining what form that should take.
2.30	With regards to 2.3.10 Thames Water comments that transmission and treatment of wastewater is a cross boundary issue that needs consideration.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The Council has engaged with the relevant water providers throughout the Plan making process in order to ensure that the proposed level and location of growth can be accommodated. This includes consideration of cross-boundary issues.</p>
2.31	With regards to 2.3.10 HCC state that it is unclear what discussions have taken place with neighbouring authorities under the duty to cooperate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This Council is working closely with our neighbouring authorities including through the creation of joint policies, masterplans, Memorandums of Understandings and evidence bases. All minutes of Duty to Co-operate meetings are presented to the District Planning Executive Panel and are recorded on the Council's website. A Duty to Co-operate Compliance Statement will be published in due course.</p>
<b>Vision/East Herts in 2031</b>		
2.32	The vision depicted seems to be far too idealistic.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF expects local plans to be aspirational but realistic and the vision seeks to address this difficult balance. The vision is specific to East Herts has been developed through public consultation.</p>
2.33	Hertford Civic Society state that the Draft Plan lacks strategic thinking and consideration of what will happen after 2031.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Whilst generally local plans are required to have a 15 year time frame (NPPF, paragraph 157), the revised Chapter will include the wider vision for the London Stansted Cambridge Corridor (LSCC) which looks further ahead to 2050.</p>
2.34	Stevenage Borough Council state that the vision should consider how the District Plan can contribute to the viability and development needs of settlements outside of the East Herts boundary (Stevenage, WGC and Harlow). This is relevant to point 6.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The vision is a specific statement of what East Herts will be like in the future. However, the Council will continue to work closely with all neighbouring authorities under the Duty to Co-operate.</p>

Issue Number	Issues raised through consultation	Officer response
2.35	The word sustainable is used frequently in this section; however there is no awareness of any renewable energy schemes or harvesting of flood water.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Point 11 of the Vision refers to measures having been taken to adapt to the effects of climate change.</p>
2.36	The statement at 2.4.1 is unrealistic. It should be amended to say that the vision is an aim for how you would like East Herts to be by 2031.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended wording will be included in the revised Chapter.</p>
2.37	English Heritage welcomes reference to the district's rich environment; however this vision should extend into the future beyond 2031.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Whilst generally local plans are required to have a 15 year time frame (NPPF, paragraph 157), the revised Chapter will include the wider vision for the London Stansted Cambridge Corridor (LSCC) which looks further ahead to 2050.</p>
2.38	The Lee Valley Regional Park Authority suggest an additional bullet or addition to current bullet reading "The Districts rich and varied green infrastructure centred on the river valleys will be re-connected and enhanced and its multi-functionality protected providing increased resilience to changing climates, improved ecological connectivity and new spaces for recreation and leisure".	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended wording (or similar) will be included in the revised Chapter.</p>
2.39	Hertford Civic Society question point 1, as they state that the high quality environment is already deteriorating seriously. The plan offers no solution for congestion in Hertford that is already present.	<p><b>No amendment to Plan in response to this issue</b></p> <p>East Herts continues to benefit from a high quality environment. The District Plan seeks to manage the challenges presented by high levels of growth by protecting what is most important and ensuring that where development does take place, it is of a high quality design that takes account of its local setting.</p> <p>The constraints of A414 through Hertford are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed in the Plan. It should be noted that HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process</p>

Issue Number	Issues raised through consultation	Officer response
2.40	Hertfordshire Ecology welcomes point 1. However, this cannot be achieved without maintaining the land management processes that keep it that way. This should be recognised.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support for point 1 is welcomed. Land management is however beyond the scope of the District Plan in terms of agricultural activity.</p>
2.41	With regards to point 3, concerns are raised that “lifetime homes” do not take into account space and privacy required for families of today, as well as adequate provision for parking.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Reference to Lifetime Homes will be deleted. All local standards, including Lifetime Homes, have been replaced by a suite of national standards that cover accessibility, energy efficiency, water efficiency, security and internal space standards.</p> <p>Vehicle parking standards have been reviewed as part of ongoing work on the District Plan.</p>
2.42	Point 6 is supported. However, as it stands there is no reference to protection of town centres.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. It is considered that town centres are appropriately referred to under point 6.</p>
2.43	HCC recommend the following addition to point 7: “Where new development could potentially have an adverse effect on the historic environment, measures will have been taken to ensure that the impact was either avoided or mitigated”.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Revised Policy HA1: Designated Heritage Assets sets out the Council’s approach to the positive enhancement and management of heritage assets. In line with the NPPF, development proposals that would harm such assets will not be permitted unless benefits outweigh the harm.</p>
2.44	Hertfordshire Ecology suggest the following addition to point 9: “Where new development could potentially have an adverse effect on biodiversity, measures will have been taken to ensure that the impact was avoided, mitigated or compensated”.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Revised Policy NE1: International, National and Locally Designated Nature Conservation Sites and New Policy NE2: Site of Nature Conservation Interest (Non-Designated) set out that proposals will be expected to apply the mitigation hierarchy of avoidance, mitigation and compensation.</p>
2.45	Herts & Middlesex Wildlife Trust welcome point 9, however suggest amending the wording to read “adverse effect on biodiversity and the ecological network of the district, measures....”.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended wording will be included in the revised Chapter.</p>

Issue Number	Issues raised through consultation	Officer response
2.46	The environment and engineering team stress the importance of points 9, 10 and 11. Implementation of principles in the SFRA can help these points to be achieved.	<b>No amendment to Plan in response to this issue</b>  Noted.
2.47	Environment Agency support points 9, 10 and 11. It is suggested to make point 9 stronger “where possible” should be removed from the first sentence.	<b>Proposed amendment to Plan in response to this issue</b>  Agreed, amended wording will be included in the revised Chapter.
2.48	Natural England suggests that point 10 and 11 should recognise the role that green infrastructure has to play in mitigating the effects of climate change.	<b>Proposed amendment to Plan in response to this issue</b>  Agreed, amended wording will be included in the revised Chapter.
2.49	Points 10 and 11 are admirable, however Hertfordshire’s public transport is so poor the District is reliant upon car transport. The proposed developments will only add to high levels of pollution.	<b>No amendment to Plan in response to this issue</b>  The NPPF requires that transport policies in local plans should seek to balance the transport system in favour of sustainable transport modes. While it is recognised that the district’s disbursed settlement pattern will result in a certain level of car borne traffic, the policies contained in the emerging District Plan aim to facilitate a step change away from car usage, where sustainable travel choices exist. More detail on sustainable transport initiatives is provided by Policy TRA1: Sustainable Transport.  Policy EQ4: Air Quality provides criteria that development proposals should comply with to help mitigate the effects of emissions.
<b>Strategic Objectives</b>		
2.50	Stevenage Borough Council state that the objectives should recognise that multiple housing markets exist within East Herts. The objectives should reflect the potential for negotiating across administrative boundaries to ensure needs are met across the market area.	<b>No amendment to Plan in response to this issue</b>  The strategic objectives are the stepping stones to deliver the vision for East Herts. The Council is working closely with its partners in the wider Housing Market Area, and with other neighbouring authorities, to ensure that its housing needs are met across the area.
2.51	There should be a statement that recognises the need to provide food security. Agricultural farmland is of vital importance.	<b>No amendment to Plan in response to this issue</b>  Food security is a wider issue than just East Herts.  Revised Chapter 14: Economic Development includes an updated section on

Issue Number	Issues raised through consultation	Officer response
		the rural economy and now refers to supporting the principle of local food production.
2.52	Environment Agency supports objectives 1, 8 and 9.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed.
2.53	The environment and engineering team stress the importance of objectives 1, 6 and 8.	<b>No amendment to Plan in response to this issue</b> Noted.
2.54	The principles of sustainable construction contained in the SFRA would encourage the creation of green infrastructure. Green infrastructure would contribute to climate change mitigation.	<b>Proposed amendment to Plan in response to this issue</b> Noted. Amended wording will be included in the revised Chapter to recognise the role that green infrastructure has to play in mitigating the effects of climate change.
2.55	HCC suggest an additional statement in objective 4 relating to the protection and enhancement of the historic environment.	<b>Proposed amendment to Plan in response to this issue</b> Agreed, amended wording will be included in the revised Chapter.
2.56	English Heritage welcomes the reference to historic character in objective 4. This objective could be strengthened by rewording to: “protect and enhance the historic environment of East Herts, promoting good design that creates a distinctive sense of place...”	<b>Proposed amendment to Plan in response to this issue</b> Agreed, amended wording will be included in the revised Chapter.
2.57	Sport England supports objective 7.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed.
2.58	The strategic objectives are admirable, however how are Group 2 villages to benefit from new facilities for the “arts, culture, community, leisure, entertainment, recreation, faith and health” or from “networks of green space”.	<b>No amendment to Plan in response to this issue</b> The policy approach in the District Plan does allow for appropriate new leisure, recreation and community facilities in Group 2 Villages.
2.59	Herts & Middlesex Wildlife Trust welcomes objective 8. However, it is recommended to re-word to: “networks of high quality green space for both recreation and wildlife”.	<b>Proposed amendment to Plan in response to this issue</b> Agreed, amended wording will be included in the revised Chapter.



Issue Number	Issues raised through consultation	Officer response
2.60	Natural England welcomes objective 8. However, they suggest that the sentence reads as though these are the only methods to be used for protecting biodiversity. A more open sentence which identifies the creation of greenspace as just one tool for protecting/enhancing biodiversity may provide greater flexibility.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended wording will be included in the revised Chapter.</p>
2.61	Hertfordshire Ecology support objective 8. However, this does not include securing or supporting the land management practices that will deliver the vision. Nowhere is any mention of local food or fuel products which have sustained the countryside's character through agriculture or forestry operations. Recognition of this is essential.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Land management is beyond the scope of the District Plan in terms of agricultural activity. Revised Chapter 14: Economic Development however includes an updated section on the rural economy and now refers to supporting the principle of local food production.</p>
2.62	The Lee Valley Regional Park Authority suggests amending objective 9 to read: "with provision of the necessary infrastructure, including enhancement and provision of green infrastructure."	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed, amended wording will be included in the revised Chapter.</p>
2.63	Thames Water support objective 9.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p> <p>Objective 9 will be amended to also refer to the enhancement and provision of green infrastructure.</p>
2.64	It would be useful if the plan could include any relevant work that has been undertaken to determine what infrastructure improvements are needed to ensure the deliverability of housing. The Council must make sure an IDP is produced.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p> <p>Further information on the deliverability and viability of the draft proposals in the Plan can be found in the Delivery Study (September 2015).</p>
2.65	How will the council seek funding for infrastructure, would it be through Section 106 payments or through the new Community Infrastructure Levy (CIL)?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has not yet made a final decision on whether to adopt a Community Infrastructure Levy (CIL). In the meantime contributions will continue to be sought under Section 106.</p>

## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 7 – HERTFORD: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

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WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 7 (Hertford) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 7 (Hertford) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for Hertford at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 As there have been significant advances in the technical evidence available to support the development strategy, and changes in local and wider circumstance since the publication of the Preferred Options version of the Draft Plan, it is considered appropriate that each of the settlement chapters be rewritten to take these factors into account rather than presenting a 'track change' iteration of the previous version. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Settlement Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 In consequence, it is likewise not proposed that amendments are shown in the form of 'track changes' for the settlement chapters. Instead, a revised chapter, which incorporates any proposed necessary amendments to the Plan identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August, along with the relevant Settlement Appraisal.
- 2.4 While the responses to the issues raised do not, in the view of Officers, reflect a need to amend the overall numbers of dwellings to be provided or to alter any of the locations proposed for housing allocations in Hertford, it should be noted that, due to the development of part of the site at Mead Lane (107 dwellings are currently under construction), an adjustment to the allocation in Policy HERT2 will need to be made to reduce the amount to 200 dwellings. This will not significantly affect the overall total

provided from that proposed in the Preferred Options consultation of 300 dwellings, but will take into account the committed figure for those dwellings under construction and avoid double counting in the trajectory.

2.5 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B' to this report, as a basis for informing a redrafted chapter on Hertford in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Draft 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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Issue Number	Issue	Officer Response
General		
7.01	Information about infrastructure provision, such as health, education, sewage, transport and retail facilities is not sufficient and is less detailed than that given for Ware. It is not clear how such services will be delivered.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.02	Traffic is extremely bad in Hertford at present and these proposals will only make the situation worse. The historic nature of the town centre means that roads are already at capacity. Hertford Town Council believes that transport issues have not been adequately addressed within the plan. There is already significant pressure on the A414 through the town and a bypass of the town is required. HCC notes that modelling shows that the A414 is already operating close to capacity and that this is a potential constraint on growth. Further work is required to explore mitigation measures. A clearer understanding of this is required as work on the plan progresses.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Detailed transport modelling work is currently on-going, largely under the auspices of HCC working with other neighbouring local authorities, Highways England, and site promoters, where appropriate, in order to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. The constraints of the A414 are well known, and the Council will therefore continue to work with HCC, which has already carried out a Hertford A414 specific study, to seek to mitigate congestion as part of ensuring that the highway network can operate effectively with the additional development proposed in the Plan. Hertfordshire County Council (HCC) is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes, including potential East West linkages, as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>Furthermore, each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services to reduce car dependency and encourage modal shift. More detail on sustainable transport initiatives is provided by Policy TRA1 Sustainable Transport. An Infrastructure Delivery Plan is currently being prepared which will identify any specific infrastructure requirements and will include information on how and when such schemes will be delivered.</p>
7.03	There is no reference made to improving the frequency and speed of train services. The capacity of the two train lines to cope with extra demand should be examined.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the ability to directly affect service provision is beyond the scope of the Plan, discussions have taken place during the plan making process with the relevant Train Operating Companies and Network Rail and are ongoing. These bodies will continue to have an opportunity to respond to emerging development proposals as work on the District Plan progresses. Furthermore, when consultations regarding rail services affecting the district take place, the Council actively responds seeking to achieve improved service provision.</p>

Issue Number	Issue	Officer Response
		Hertfordshire County Council is also currently in the process of updating its Rail Strategy which will also influence how train services can adapt to growing demand.
7.04	Education is an issue and extra provision needs to be made in the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While primary education provision in Hertford was an issue at the time of consultation in 2014, the situation has been significantly improved by Simon Balle School becoming an 'all through' facility from September 2015. This has relieved pressure on other primary education facilities in the town. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.05	The proposed development needs to be more spread out around the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed allocated sites involve dispersed development in both a central location (Mead Lane) and in three peripheral areas to the north, south and west. It is considered that this would achieve a spread of development throughout the town. Moreover, other non-allocated sites within the settlement boundaries are also likely to deliver further locational choice throughout the plan period.</p>
7.06	Development should be focused on brownfield land in order to avoid reducing the amount of Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p>
7.07	Cycling is very difficult in the town due to the narrow streets and there is a conflict with car users	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is recognised that making suitable provision for cyclists in the town centre is problematic, largely due to the historic nature of the street layout. However, working with HCC and other key stakeholders, there may be opportunities to provide better linkages for both pedestrians and cyclists to the town centre from other parts of the town and the need to achieve this is identified in Policy TRA1. In addition to the measures contained in the Hertford and Ware Urban Transport Plan and the overarching Local Transport Plan, the Hertford Town Centre Urban Design Strategy also proposes improvements for cyclists. Furthermore, Hertfordshire County Council (HCC) is also currently preparing its 'Hertfordshire 2050</p>

Issue Number	Issue	Officer Response
		Transport Vision' which is considering the encouragement of sustainable transport modes, as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
7.08	Hertford Town Council stresses the importance of having infrastructure work in place prior to development taking place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is fully aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process. The District Plan should therefore seek to provide a suitable balance between conveying the requirement for infrastructure to be phased appropriately, without introducing unrealistic expectations about advance provision. Consequently, infrastructure delivery may not always be achieved prior to the commencement of development.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.09	Hertford Town Council considers that less flats need to be provided within the town and more high quality, low density housing. There needs to be an emphasis on high quality design.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HOU1 of the draft District Plan indicates that an appropriate mix of housing tenures, types and sizes will be required in accordance with the latest Strategic Housing Market Assessment (SHMA). In addition, Policy DES3 Design of Development seeks to ensure that new developments embrace a high standard of design and layout to reflect and promote local distinctiveness.</p>
7.10	Hertford Town Council considers that the strategy does protect the town. The protection of the Green Fingers and the historic town centre is supported.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p>
7.11	Less development is to be directed to Hertford than other settlements in the District. There are other areas on the edge of the town which could be used for development, including a number of nearby villages.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Brownfield opportunities in Hertford have been largely exhausted, due to the success of the Council's approach in past adopted local plans. As the areas on the edge of the town beyond those already identified for development in the Plan are particularly constrained, and matters are further compounded by congestion and air quality issues on the A414, this limits the amount of development that can be accommodated in Hertford and will therefore need to be provided elsewhere in the district.</p> <p>However, in terms of the suggested approach to locate some of Hertford's development towards nearby villages, it should be noted that the development strategy already provides for development within villages appropriate to their size and scale. To allocate further dwellings to the villages would not be considered to provide a suitable sustainable alternative to the proposed allocated sites which have good access to existing local schools</p>

Issue Number	Issue	Officer Response
		and services.
7.12	There is little mention of promoting environmental enhancement such as Green Infrastructure initiatives.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The provision of existing green infrastructure initiatives is a key aspect of the draft District Plan and Policy NE4 Green Infrastructure, sets the context in relation to development throughout the district. As the Plan should be read as a whole, there is no need to repeat text on settlement basis unless specific circumstances apply. With regard to Hertford, each of the proposed housing allocation policies in the Plan identify a need for the provision of quality local green infrastructure on site. Moreover, development to the West of Hertford (Policy HERT3) will further be expected to deliver financial contributions towards the furtherance of the Panshanger Country Park initiative, which provides a significant recreational resource for local residents.</p>
7.13	HCC have submitted details of the educational requirements arising from the proposed development in Hertford.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has continued to work with HCC's Education Team to ensure that the educational needs of current and future residents can be met throughout the plan period.</p>
7.14	Why is there so little development proposed South of the A414. There are schools available and traffic commuting to London would not have to travel through the centre of Hertford.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Due to the issues discussed in Section 4.6.5 of the Strategy Supporting Document, including the many significant infrastructure, agricultural, natural and historic assets and coalescence constraints in the area to the south of Hertford, this resulted in the majority of the area (with the exception of a small area in Mangrove Road) failing the Sieve 1 stage and not being carried forward for further assessment in later stages of the plan making process.</p>
7.15	Provision should be made for low energy/zero carbon self-builders.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Sustainable building methods and self-build issues are not confined to Hertford and are covered by other policies in the draft Plan in the Climate Change and Housing chapters.</p>
7.16	Hertford has seen major infill development in recent years and it must be recognised Hertford has reached its population limit.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The National Planning Policy Framework (NPPF) states at paragraph 47 that local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. In this respect it is incumbent on the Council to ensure that the needs of the district are met. While recognised constraints limit the scope for provision in Hertford, the locations identified in the draft Plan provide sustainable sites which are considered appropriate to contribute towards delivering dwellings to address the district's identified housing need.</p>
7.17	Hertford's proposed housing allocation fails to meet the needs of the town. Additional housing sites need to be found.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Brownfield opportunities in Hertford have been largely exhausted, due to the success of the Council's approach in past adopted local plans. As the areas on the edge of the town</p>

Issue Number	Issue	Officer Response
		beyond those already identified for development in the Plan are particularly constrained, and matters are further compounded by congestion and air quality issues on the A414, this limits the amount of development that can be accommodated in Hertford and will therefore need to be provided elsewhere in the district.
7.18	Reference to the Green Fingers is supported. There should be a clear statement to say that there will be no development on the Green Fingers other than in exceptional circumstances.	<b>No amendment to Plan in response to this issue</b> Hertford's Green Fingers have been designated as Local Green Space under the auspices of Policy CFLR2. This designation provides protection for these valuable resources and ensures that development will not be allowed in these locations, other than in very special circumstances.
7.19	Traffic in the town is already heavily congested. Through traffic needs to be removed from the town centre in order to enhance the character of the town. There is no strategy for encouraging people to use forms of transport other than the car. In addition, congestion seems to be at its highest level during school term time, is there any scope for school transport policies (walking buses/car shares)?	<b>No amendment to Plan in response to this issue</b> The traffic constraints of Hertford are well known, and detailed transport modelling work under the auspices of HCC, is on-going in order to fully understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. The constraints of the A414 in particular are well known, and the Council will therefore continue to work with HCC, (which has already carried out a Hertford A414 specific study), to seek to mitigate congestion as part of ensuring that the highway network can operate effectively with the additional development proposed in the Plan. Hertfordshire County Council (HCC) is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate. In respect of term-time traffic, Hertfordshire County Council's Safe and Sustainable Journeys in Schools team work with schools, countywide, to encourage children and young people and their parents and carers to travel to school using active and sustainable modes. Further information on these initiatives can be found at: <a href="http://www.hertsdirect.org/services/transtreets/schtravel/">http://www.hertsdirect.org/services/transtreets/schtravel/</a> It should also be noted that traffic levels not only drop outside of term time because of school travel, but also because many of those parents (who would usually make employment trips) take time off during school holidays to be with their offspring and there is thus less traffic on the roads at such times.
7.20	The mitigation measures should be specified and should be in place before development takes place. The way in which these measures would be funded should also be identified.	<b>No amendment to Plan in response to this issue</b> The Council is fully aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process. The District Plan should therefore seek to provide a suitable balance between conveying the requirement for infrastructure to be phased



Issue Number	Issue	Officer Response
		appropriately, without introducing unrealistic expectations about advance provision. Consequently, infrastructure delivery may not always be achieved prior to the commencement of development. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.
7.21	There are a number of industrial areas adjacent to the river that are currently empty and unsightly. Existing businesses could be consolidated into a smaller area, thereby freeing up some space for housing development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT2 relates to the Mead Lane area which lies adjacent to the River Lea. The adopted Mead Lane Urban Design Framework, December 2014, (UDF) seeks to provide a framework for the redevelopment of this area. A key aspect of the Framework is to protect existing employment space where possible, and to provide new high quality units through new development. In order to help achieve this, it is acknowledged that some residential development is required on unused parts of the area, some of which has already been delivered in recent years. The implementation of the proposals contained within the UDF will result in a significant enhancement to the character and environment of this part of Hertford.</p>
7.22	There should be an emphasis on using all brownfield sites before Green Belt is released. For instance the Hertford Marquee building in Railway Street and Caxton Hill industrial estate could be used.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p> <p>In respect of Caxton Hill, the Council's latest technical evidence base concludes that "In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term".</p> <p>The use of the Marquee was examined as part of the Hertford Town Centre Urban Design Strategy and planning permission for conversion to a gymnasium is currently being implemented.</p>
7.23	Concern over the additional air pollution caused by more traffic.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services, which should help mitigate trip generation. More detail on sustainable</p>

Issue Number	Issue	Officer Response
		transport initiatives is provided by Policy TRA1. Importantly, Policy EQ4 Air Quality provides criteria that development proposals should comply with to help mitigate the effects of emissions.
7.24	There should be an underpass under Hertford or a bypass to the south of the town in order to relieve congestion in the town centre.	<b>No amendment to Plan in response to this issue</b> The constraints of traffic in Hertford are well known and investigations have been undertaken by HCC to seek to identify measures that would mitigate congestion on the A414 as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
7.25	Hertford Civic Society states that more should be done to address the imbalance between housing and employment provision and the trend for Hertford residents to commute elsewhere.	<b>No amendment to Plan in response to this issue</b> East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. However, the SHMA has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes and jobs over the Plan period.
7.26	Hertford Civic Society believes that there should be greater provision of affordable housing, family homes and sheltered housing for the elderly.	<b>No amendment to Plan in response to this issue</b> The need for a mix of accommodation types across the District is acknowledged and the Housing Chapter includes policies to address this.
7.27	Hertford Civic Society is concerned about the impact of additional development on the A414 and the fact that the plan does not contain proposals for alleviating this pressure.	<b>No amendment to Plan in response to this issue</b> The constraints of traffic in Hertford are well known and investigations have been undertaken by HCC to seek to identify measures that would mitigate congestion on the A414 as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate. Also, an Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.
7.28	Development at the proposed scale would impact on the historic character of the town.	<b>No amendment to Plan in response to this issue</b> The constraints that exist in Hertford, including the need to maintain its historic character, have been considered as part of the plan making process. It is considered that the level of

Issue Number	Issue	Officer Response
		development proposed strikes an appropriate balance between providing for the housing needs of the town while recognising the importance of maintaining the character of Hertford.
7.29	Building on the Green Belt should be avoided. More value should be put on the countryside in order to ensure that the area does not turn into urban sprawl.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of ‘Guiding Principles’ one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council’s past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs. However, the need to protect the countryside from encroachment has been considered through the plan making process, in the context of needing to provide for housing needs of the District, and the current proposals are considered to offer the best approach in balancing both aspects.</p>
7.30	Infrastructure delivery needs to be properly planned for and not an afterthought.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An Infrastructure Delivery Plan (IDP) is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered. The IDP is being prepared with significant input from infrastructure and service providers in order to ensure that it is robust and deliverable.</p>
7.31	Green Belt land should be protected. There are no statistics presented which demonstrate a growing population that would justify significant housing growth.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of ‘Guiding Principles’ one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council’s past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs. However, the need to protect the countryside from encroachment has been considered through the plan making process, in the context of needing to provide for housing needs of the District.</p> <p>The Strategic Housing Market Assessment (SHMA) presents that evidence on which the housing target contained in the emerging District Plan is based.</p>
7.32	The recent development of 97 properties at Sacombe Road has caused parking problems. The visual amenity of the site is untidy as a hedgerow screening the properties has been removed and there is a lack of suitable arrangements for storage bins.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan is concerned with future development and therefore does not seek to comment on previous development schemes, however, the Council’s Vehicle Parking Standards have been revised since the Preferred Options consultation took place, which will influence the amount of parking provided at new development in the future. It is important</p>

Issue Number	Issue	Officer Response
		that adequate parking provision is made to avoid displacement parking, while providing the opportunities for sustainable travel options to encourage modal shift. Additionally, Parking controls can be implemented retrospectively where necessary, although this falls outside the remit of the District Plan.
7.33	The housing need figure of 3,242 dwellings for Hertford needs to be explained.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based. It should be noted that the SHMA does not seek to apportion dwelling targets to individual settlements, but rather identifies the level of need on a district-by-district basis. Proposed allocations emanating from this assessment have been made on the basis that provision should be balanced across the district where possible and delivered in the most sustainable locations.</p>
7.34	Objection to the expansion of Simon Balle school due to traffic concerns.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A planning application to allow Simon Balle to become an 'all through' facility was approved in 2014 and this opened in September 2015.</p>
7.35	Primary schools are already at capacity.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While primary education provision in Hertford was an issue at the time of consultation in 2014, especially at the primary level, the situation has been significantly improved by Simon Balle School becoming an 'all through' facility from September 2015. This has relieved pressure on other primary education facilities in the town. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.36	Development should be located within walking distance of primary schools to relieve some of the congestion in the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Proximity of new development to services and facilities, including primary schools, has been considered through the plan making process.</p>
7.37	The ability of secondary schools to expand to meet additional demand should be explained.	<p><b>No amendment to Plan in response to this issue</b></p> <p>HCC is the Local Authority with responsibility for education in Hertfordshire. Secondary provision for the town comes under the Hertford and Ware school planning area and thus</p>

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		the educational needs of both towns are taken into account in balancing demand and provision across the combined area. The Council has worked, and will continue to work, with HCC's Education Team to ensure that the educational needs of current and future residents can be met throughout the plan period.
7.38	HCC Property seeks the removal of the Simon Balle school site from the Green Belt.	<b>No amendment to Plan in response to this issue</b> The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Simon Balle, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.
7.39	HCC Property seeks the removal of the St Joseph's Catholic Primary school site from the Green Belt.	<b>No amendment to Plan in response to this issue</b> The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as St Joseph's Catholic Primary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.
7.40	HCC Property seeks the removal of the Morgans school site from the Green Belt.	<b>No amendment to Plan in response to this issue</b> The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Morgans school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.
7.41	The issue of sustainable transport needs to be addressed better. Developers and infrastructure providers should be made to provide better links to new and existing services and facilities.	<b>No amendment to Plan in response to this issue</b> Each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services. More detail on sustainable transport initiatives required through development proposals is provided by Policy TRA1.
7.42	A list of required transport infrastructure should be provided.	<b>No amendment to Plan in response to this issue</b> Detailed transport modelling work is currently ongoing, working with neighbouring authorities where appropriate, in order to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. Any infrastructure requirements will be identified within the Infrastructure Delivery Plan which will include information on how and when specific schemes will be delivered. Furthermore, HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
7.43	Objections, including from Hertford Civic Society, to	<b>No amendment to Plan in response to this issue</b>

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	the idea that it is possible to ameliorate traffic congestion and that new bus services are easy to introduce. This issue of congestion also affects that reliability of bus services in the town.	It is considered that provision and support for sustainable transport measures which provide greater modal choice can help to facilitate a step change away from car use. While it is acknowledged that bus provision is a complex area, where new or extended bus routes are required, contributions from developers will be expected to ensure their viability in the initial years of their operation and help establish green travel patterns which are aimed at achieving modal shift. Patronage would subsequently need to be of a sufficient level to ensure services are retained. Furthermore, HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering measures to encourage modal shift as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
7.44	Hertford Civic Society suggests that a stronger strategy is required to start to reduce congestion including encouraging car sharing and use of public transport, greater encouragement of schools to develop walking buses and sustained advertising of the health and community benefits of not using cars.	<b>No amendment to Plan in response to this issue</b> HCC, as highway authority, has primary responsibility for transport and strategic policies to affect modal shift and therefore this largely falls outside the remit of the District Plan. In forwarding sustainable transport objectives, HCC is currently preparing its 'Hertfordshire 2050 Transport Vision'. East Herts Council is fully engaged with, and contributing to, this process, as appropriate. At the local level, where the Council has the ability to influence modal choice, each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services. More detail on sustainable transport initiatives is also provided by Policy TRA1. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.
7.45	Existing bus services from Hertford to surrounding areas need to be made much more frequent if a reduction in car usage is to be encouraged.	<b>No amendment to Plan in response to this issue</b> East Herts Council seeks to promote sustainable transport choices through new development and Policy TRA1 is a key element in this approach. The Council will continue to work closely with HCC, as transport authority, in order to establish how new or extended bus routes could be provided to serve new development where this would be appropriate. However, it is acknowledged that the availability of resources will limit the amount of provision that can be made to surrounding areas.
7.46	Developments have taken place with an insufficient amount of car parking under the assumption that this would encourage people to use other transport options. This has not been the case and leads to an increase in cars parked on the street.	<b>No amendment to Plan in response to this issue</b> The District Plan is concerned with future development and therefore does not seek to comment on previous development schemes; however, the Council's Vehicle Parking Standards have been revised since the Preferred Options consultation took place, which will influence the amount of parking provided at new development in the future. It is important

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		that adequate parking provision is made to avoid displacement parking, while providing the opportunities for sustainable travel options to encourage modal shift.
7.47	More emphasis should be given to improving the Hertford town centre. Hertford's historic character should not be used as an excuse to limit the potential for change. There needs to specific identification of sites within the town centre that should be improved.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy (HTCUDS) for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas. The Strategy suggests measures to improve specific identified 'quarters' in the town in ways that will introduce change while respecting the historic characteristics of the town.</p>
7.48	English Heritage (now Historic England) welcomes reference to the preservation of Hertford's market town character, the towns setting and the green infrastructure within it. However this section could be expanded upon.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. It is considered that this section explains the importance of Hertford's character and setting and the need for this to be preserved; however, while no specific amendment is proposed as a result of this response, the completion of the Hertford Town Centre Urban Design Strategy has also served to recognise the important unique characteristics of the town and additional text will be added to the chapter in this respect.</p>
7.49	There is already too much congestion in the town, and in particular on the A414, which will be exacerbated by new development. Town centre roads cannot be widened so there is no solution to this issue.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The constraints of traffic in Hertford are well known and investigations have been undertaken by HCC to seek to identify measures that would mitigate congestion on the A414 as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>Each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services. More detail on sustainable transport initiatives is provided by Policy TRA1.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.50	Green Belt land should not be used for new development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the</p>



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		success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. Therefore a certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.
7.51	There are large swathes of empty land near Hertford East station. People should live close to stations for reasons of sustainability.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT2 relates to the Mead Lane area which lies adjacent to the River Lea. The adopted Mead Lane Urban Design Framework (UDF) seeks to provide a framework for the redevelopment of this area. A key aspect of the Framework is to protect existing employment space where possible, and to provide new high quality units. In order to help achieve this, it is acknowledged that some residential development is required on site, some of which has already been delivered in recent years. The implementation of the proposals contained within the UDF will result in a significant enhancement to the character and environment of this part of Hertford. However, the traffic constraints of the area will limit the amount of additional development that can be accommodated in this area.</p>
7.52	<p>Hertford Civic Society and others believe that proposed allocations HERT3 and HERT4 should be removed from the draft District Plan. This is due to traffic congestion issues and lack of opportunities to use public transport. More appropriate alternatives should be considered:</p> <ul style="list-style-type: none"> <li>• Part of County Hall and suitable adjacent land should be allocated for residential use</li> <li>• Conversion of the Telephone Exchange and large office blocks such as Stag House which are finding it difficult to attract tenants.</li> </ul>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Proposed allocations HERT3 and HERT4 are considered to offer good opportunities to access local bus provision and HERT3 is in good proximity to Hertford North Station. In respect of congestion, while Hertfordshire County Council (HCC) has already indicated that it is able to support the development proposed at both of these locations, the Council will continue to work with HCC, which has already carried out a Hertford A414 specific study, to seek to mitigate congestion as part of ensuring that the highway network can operate effectively with the additional development proposed in the Plan. HCC is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>The sites identified as specific alternatives to HERT3 and HERT4 in the response are not currently available for re-development and it is not clear when, or if, they might become available. It would therefore be inappropriate to include these sites in the District Plan. In addition, re-development of these sites would not be likely to provide the same housing yield as the proposed sites to the West and North of Hertford.</p>
7.53	A new town in the A10 corridor is required.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The option of developing a new settlement in the District was assessed alongside all other development strategy options as part of the preparation of the Preferred Options District Plan. While pursuing this option could provide the critical mass of development required to deliver significant infrastructure projects, it was considered that, overall, such a strategy</p>

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		would be less sustainable than other options and would be unlikely to be delivered within the plan period to 2033.
7.54	The new primary school at Simon Balle will be on the opposite side of town to most of the proposed development which will increase congestion issues. Sele School should be expanded.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Since the Preferred Options consultation, Simon Balle School has become an ‘all through’ facility with additional primary provision opening in September 2015. This has relieved pressure on other primary education facilities in the town and, over time, will mean that pupils will become more evenly dispersed in terms of attending their closest school thus negating the need to incur cross-town journeys.</p> <p>The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period and the potential expansion of schools will form part of this process.</p>
7.54a	If a new school is to be located on Mangrove Road then the logical place for access is through the road that comes from Hertford Heath.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A planning application to allow Simon Balle to become an ‘all through’ facility was approved in 2014 and this opened in September 2015.</p>
7.55	The housing sites proposed for Hertford are logical and will have no real impact on the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p>
7.56	There is a lack of capacity at GP surgeries in the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues at GP surgeries and ensure that appropriate provision can be made in relation to patients generated by new development. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.57	Housing developments are generally geared towards building flats which does not cater for families.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed housing allocation policies all seek a range of dwellings types in accordance with the provisions of Policy HOU1.</p>
7.58	Hertford does not have the level of services and facilities to support additional development unlike neighbouring towns such as Stevenage, WGC, Harlow and Hatfield.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. It is acknowledged that a number of constraints exist in Hertford which limits the capacity of future growth, and this is reflected in the proposed level of housing contained within the draft Plan. Nevertheless, Hertford remains one of the most sustainable settlements in the District when taking into consideration access to services and facilities.</p>
Mead Lane Area		

Issue Number	Issue	Officer Response
7.59	Support for development in the Mead Lane area. However there has been insufficient parking provided as part of recent developments which has resulted in people parking on nearby streets. Future development needs sufficient parking.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. The District Plan is concerned with future development and therefore does not seek to comment on previous development schemes, however, the Council's Vehicle Parking Standards have been revised since the Preferred Options consultation took place, which will influence the amount of parking provided at new development in the future. It is important that adequate parking provision is made to avoid displacement parking, while providing the opportunities for sustainable travel options to encourage modal shift.</p>
7.60	Concern regarding the lack of infrastructure provided alongside new development in recent times. The roads struggle to cope, in particular the junction of Mill Road and Ware Road.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The constraints of traffic in Hertford are well known and investigations have been undertaken by HCC to seek to identify measures that would mitigate congestion on the A414 (to which the Mill Road and Ware Road junction is closely linked) as part of ensuring that the highway network can operate with the additional development proposed in the Plan. The Hertford and Ware Urban Transport Plan identified potential schemes which could be implemented in the Mead Lane area (including, <i>inter alia</i>, the Mill Road and Ware Road junction) to mitigate congestion generated by development in the area and some of these are reflected in the adopted Mead Lane Urban Design Framework.</p> <p>HCC is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>Each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services. More detail on sustainable transport initiatives is provided by Policy TRA1. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.61	Hertford Town Council and others suggest that there should be houses provided in this area rather than just flats.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed housing allocation policies all seek a range of dwellings types in accordance with the provisions of Policy HOU1. The adopted Mead Lane Urban Design Framework provides further details regarding the form of development anticipated to be provided in this area.</p>
7.62	The Environment Agency states that part of the HERT2 site is located within Flood Zone 2. The Sequential Test should therefore be applied. An	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is recognised that an SFRA Level 2 is required and this is in the process of being prepared prior to the submission of the Plan.</p>

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	SFRA Level 2 is required in order to be 'sound'.	In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.
7.63	Hertford Town Council and others state that it should be made clear what plans are in place to relieve congestion in the Mead Lane area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Hertford and Ware Urban Transport Plan identified potential schemes which could be implemented in the Mead Lane area to mitigate congestion generated by development in the area and some of these are reflected in the adopted Mead Lane Urban Design Framework.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.64	Mead Lane provides useful independent businesses which should not be sacrificed to build a shopping mall.	<p><b>No amendment to Plan in response to this issue</b></p> <p>One of the key aims of the adopted Mead Lane Urban Design Framework is to maintain and enhance existing employment space where possible and to provide new space. The Framework does not propose a new shopping mall in the Mead Lane area.</p>
7.65	Objection to using industrial land for housing.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Much of the land in the Mead Lane area covered by Policy HERT2 is vacant and derelict. Providing some housing on the site will enhance the character and environment of this area while allowing for the provision of additional new high quality employment space which otherwise would not be delivered. The adopted Mead Lane Urban Design Framework sets the parameters for development in the area.</p>
7.66	The Canal and River Trust supports the Mead Lane UDF.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. The Mead Lane Urban Design Framework has since been adopted by the Council.</p>
7.67	The Herts and Middlesex Wildlife Trust suggests that there will be a need to mitigate and compensate indirect negative impacts on the River Lea and King's Meads, including those arising from increased public access and recreation. There are also opportunities to enhance the River Lea in this area. Contributions should be sought for habitat management.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and agreed. The adopted Mead Lane Urban Design Framework identifies a need to protect the environmental quality of the Meads while securing opportunities to provide a more attractive setting to the river frontage.</p>
7.68	HCC identify the fact that the Hertford and Ware Urban Transport Plan (UTP) identified a series of	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The adopted Mead Lane Urban Design Framework, which was finalised after the</p>

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	measures required to support development on the site. The site should maximise sustainable transport links. A financial contribution towards a mitigation scheme for the A414 may be required.	Preferred Options consultation, includes various measures to maximise sustainable transport options, including, <i>inter alia</i> , the construction of a new link road and passenger transport interchange. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered. The IDP will reflect the schemes contained in the Hertford and Ware Urban Transport Plan, where appropriate. Any requirements regarding the provision of financial contributions would be agreed at the planning application stage.
7.69	English Heritage states that the site adjoins the Grade II listed Hertford East railway station. Development will need to be sensitive to the scale and character of this building. The policy should refer to this.	<b>No amendment to Plan in response to this issue</b> The importance of respecting and enhancing the setting of Hertford East station is identified within the adopted Mead Lane Urban Design Framework, which is a major component of Policy HERT2.
7.70	National Grid supports the policy and the UDF. However, it is considered that the proposed number of dwellings should be considered as an approximate provision and not an absolute maximum.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed. The number of dwellings proposed for the HERT2 allocation reflects the content of the Hertford and Ware Urban Transport Plan and the adopted Mead Lane Urban Design Framework and is considered to be an appropriate figure, taking into account the size of the site and the need to provide supporting infrastructure while maintaining and enhancing the employment offer in this part of the town. Nevertheless, it is acknowledged that the precise number of dwellings to be provided will need to be agreed at the planning application stage.
7.71	Site promoter concerned that the draft Plan would fail to meet the housing needs of Hertford and that too much emphasis is placed on the need to maintain employment land. Dicker Mill should be redeveloped for residential use.	<b>No amendment to Plan in response to this issue</b> Within the draft Plan and the adopted Mead Lane Urban Design Framework, the Dicker Mill site is proposed for continued employment use. It is considered that these units provide an important part of the overall employment offer in Hertford, particularly for smaller businesses, and that they should therefore be maintained.
7.72	Thames Water states that they do not envisage infrastructure concerns regarding waste water capability in relation to this site.	<b>No amendment to Plan in response to this issue</b> Noted.
7.73	HCC Property object to the Policy as the Mead Lane Urban Design Framework (MLUDF) does not contain any reference to the infrastructure required through planning obligations including education and other services.	<b>Proposed amendment to Plan in response to this issue</b> The MLUDF sets the design and access concept parameters for the development of the site, but does not provide full masterplanning for this location. In this regard it does not therefore enter into details in respect of requirements related to planning obligations, which would be considered at the planning application stage. However, it is acknowledged that, in the context of the District Plan, reference should be made to the need for additional infrastructure to be provided through planning obligations and that appropriate wording should be added to the policy.

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7.74	There should be an increase in the amount of dwellings built on Mead Lane. 450 homes would be achievable at the location and ease pressures elsewhere.	<b>No amendment to Plan in response to this issue</b> Work undertaken as part of the Hertford and Ware Urban Transport Plan, 2010, prior to the production of the Mead Lane Urban Design Framework (MLUDF), 2015, demonstrated that the amount of residential development to be delivered in the area should be limited to the numbers proposed, largely due to traffic and identified constraints on the local road network.
7.75	Dicker Mill (Mead Lane) should be added to HERT2 and its usage should be changed from employment to residential.	<b>No amendment to Plan in response to this issue</b> Work undertaken as part of the Hertford and Ware Urban Transport Plan, 2010, prior to the production of the Mead Lane Urban Design Framework (MLUDF), 2015, demonstrated that only a limited amount of residential development could be delivered in the area, largely due to traffic and identified constraints on the local road network. In seeking to regenerate the long-vacant National Grid site and to bring forward sustainable transport solutions as part of such development, it is not considered that it would be appropriate to seek to deliver residential development in the Dicker Mill area as this would need to be at expense of the equivalent number of dwellings in the area promoted by the MLUDF. Such an approach could make the benefits that the supported scheme would provide, especially in respect of sustainable travel initiatives, undeliverable.
7.76	This development will increase the amount of congestion in the centre of Hertford. There should be an access road created from Mead Lane to either the A10 or Ware Road.	<b>No amendment to Plan in response to this issue</b> Work undertaken as part of the Hertford and Ware Urban Transport Plan, 2010, prior to the production of the Mead Lane Urban Design Framework (MLUDF), 2015, ruled out a secondary point of access to the area. It also identified traffic issues and constraints on the local road network and, taking these into account, concluded that only a limited amount of residential development could be delivered in the area. Accordingly, Policy HERT2 restricts the number of dwellings to that supported by the MLUDF along with mitigation measures to ensure that the local road network would not be overburdened.
West of Hertford		
7.77	HCC supports the preservation of Archers Spring	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed
7.78	The proposals threaten the preservation of the Panshanger Park contrary to the NPPF. The Plan erroneously states that the Country Park shall be provided as a condition of development of land East of Welwyn Garden City. This is already a condition dating back 35 years relating to planning permission	<b>Proposed amendment to Plan in response to this issue</b> It is not considered that the proposals for development in Hertford would threaten the preservation of the Panshanger Park as it would not be located within the Park boundaries, rather the residents of new development to the West of Hertford would benefit from access to this valuable resource. A Heritage Impact Assessment has been completed for the Panshanger Park and its

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	to mine the park.	environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process. The Hertford Chapter does not itself make reference to providing a Country Park (rather it details 'furtherance of' and 'contributions towards' 'the Panshanger Country Park initiative') which has benefited from public access in the Hertford area since the consultation took place.
7.79	There are known sink holes in the Sele Farm area.	<b>No amendment to Plan in response to this issue</b> While there has been experience of a sink hole in the local area, there are no known geological concerns for the Policy HERT3 area. Any such issues would be addressed as part of the planning application process.
7.80	Some limited development is appropriate on the site on the B1000 as it has been neglected and is used for waste tipping.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed.
7.81	Development in this area would cause significant traffic problems to the detriment of Panshanger Park. Brownfield sites should be used first.	<b>No amendment to Plan in response to this issue</b> The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs. It is not considered that the impact of development on Panshanger Park would be unduly significant and Policy HERT3 identifies a need for financial contributions towards the furtherance of the Panshanger Park initiative. A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process.
7.82	HCC suggests that further modelling is required to assess the impact of development in this location on the local road network.	<b>No amendment to Plan in response to this issue</b> Since the Preferred Options consultation, further transport evidence has been submitted in respect of the site as part of the Delivery Study. HCC has raised no objection to that evidence or to the site being delivered within the first five years of the Plan.



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		<p>HCC is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford, to which this site is closely located, is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate. Each of the proposed housing allocation policies identify a need to include sustainable transport measures including encouraging walking and cycling and enhancing passenger transport services. More detail on sustainable transport initiatives is provided by Policy TRA1.</p>
7.83	<p>These sites act as buffers between Hertford and Panshanger Park and are important areas used by wildlife and for recreation. The proposals would result in increased usage of Panshanger Park, and the proximity of new development would lead to rubbish dumping, light pollution. There may also be an increase in flooding.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is not considered that the impact of development on Panshanger Park would be unduly significant and Policy HERT3 identifies a need for financial contributions towards the Panshanger Park initiative. Panshanger Park encourages public access to this valuable resource.</p> <p>A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process. There is no evidence to suggest a correlation between new development and rubbish dumping.</p> <p>The consideration of any potential light pollution issues would be made in light of Policy EQ3 Light Pollution, which seeks to ensure minimal impact in this respect.</p> <p>As the site lies outside Flood Zones 2 or 3, the risk of river (fluvial) flooding is considered to be low. In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>
7.84	<p>The current draft District Plan states the need for 'clear and unambiguous' Green Belt boundaries. Thieves Lane provides exactly such a boundary and should not be compromised.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>While Thieves Lane does indeed currently provides a clear boundary, the Council is required to meet its full housing needs. This makes a certain amount of development on current Green Belt land necessary to ensure that East Herts is able to meet its identified needs; and, therefore, development in sustainable locations, such as the HERT3 area, necessitates a review of the Green Belt boundary. In this respect, it is considered that the existing tree belts and the boundary to Panshanger Park would also represent a strong, clear and unambiguous Green Belt boundary.</p>

Issue Number	Issue	Officer Response
7.85	The site on the B1000 should not be developed as there maybe asbestos or unknown chemicals present.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council's validation checklist requires a Land Contamination Assessment to be submitted in support of planning applications for sites where there is a risk of contamination. Any currently unknown issues of that nature would therefore be identified at the planning application stage.</p>
7.86	The services and facilities in this area are not sufficient to meet the needs of additional development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Given that Hertford is the second largest town in the District, it is considered to be a sustainable location for development. The area to the West of Hertford is well served by various services and facilities, including having shops, schools, a rail station and bus services all located nearby as well as access to the Panshanger Country Park. For road users, there is good access to the A414.</p>
7.87	The drainage system needs to be upgraded to cope with additional rainfall in order to avoid the flow of water which currently occurs at the junction of Welwyn Road and North Road.	<p><b>No amendment to Plan in response to this issue</b></p> <p>No objection from relevant authorities with responsibility for drainage or highways has been received in respect of this proposed development. In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>
7.88	The River Mimram is under pressure from over abstraction and any housing in this area would lead to lower water levels and poorer water quality.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This issue is addressed by Water Resources Management Plans (WRMP) prepared by the water companies. WRMPs are approved by the Secretary of State. The Council will continue to engage with the relevant water providers in order to reduce the risk of damage to the environment from growth and development. However, it is not considered that the proposals would negatively impact the River Mimram.</p>
7.89	Figure 7.4 shows a site with a 'panhandle' extending along Welwyn Road. This panhandle would add little to housing supply but would cause great visual intrusion.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The 'panhandle' is considered to be well related to the rest of the site and the mature tree belt beyond it forms a suitable long term Green Belt boundary.</p>
7.90	Hertford Town Council and others support the development of land north of Welwyn Road subject to suitable design, dwelling mix and provision of open space. The parish boundaries would need to be amended to incorporate the new development within Hertford.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Policy HERT3 identifies a need to provide for a range of housing types in accordance with the provisions of Policy HOU1, and that public amenity green space and quality local green infrastructure should also be provided.</p> <p>A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn</p>

Issue Number	Issue	Officer Response
	If development is to occur west of Thieves Lane, there needs to be a buffer with the woodland of Panshanger Park. High quality/low density housing should be encouraged in this location.	Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process. The issue of Parish boundaries falls outside the remit of the District Plan. It is agreed that a suitable buffer should be provided and that this should be identified within the policy.
7.91	Opposition to development in this area as it will impact on the openness of the Green Belt as defined in the NPPF.	<b>No amendment to Plan in response to this issue</b> A certain amount of development on current Green Belt land is necessary to ensure that East Herts is able to meet its identified needs; and, therefore, development in sustainable locations, such as the HERT3 area, necessitates a review of the Green Belt boundary. It is considered that the existing mature tree belt on the edge of the site provides a suitable long term Green Belt boundary and, to a large extent, would screen the development meaning that the impact on the openness of the Green Belt would be limited.
7.92	Access from the site north of Welwyn Road directly on to the B1000 would be dangerous.	<b>No amendment to Plan in response to this issue</b> No objection has been raised by HCC as Highway Authority in respect of the development being accessed from Welwyn Road. Detailed access proposals would be considered at the planning application stage. However, HCC has indicated that development may have an impact on other local road junctions and that mitigation may therefore be required in this respect.
7.93	Development in this location would contribute to the harm being caused to the character of the town.	<b>No amendment to Plan in response to this issue</b> It is not considered that a sensitive development at the level proposed would have a negative impact on the character of the town.
7.94	The area to the west of Thieves Lane forms part of the setting to the registered park which includes listed buildings and landscape which incorporates the work of both Capability Brown and Humphrey Repton. In particular, the Friends of Panshanger Park consider that the impact of development on the Park would be significant and that the proposed allocation should be removed from the plan. The proposals are contrary to the NPPF.	<b>No amendment to Plan in response to this issue</b> It is not considered that the impact of development on Panshanger Park would be unduly significant and development can be designed to avoid the most sensitive areas. A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process. Policy HERT3 also identifies a need for financial contributions towards the Panshanger Park initiative. Sensitive planning at the application stage can ensure that the development respects its setting and allows for the accommodation of views and access to the Park. It is considered that the existing mature tree belt on the edge of the site provides a suitable

Issue Number	Issue	Officer Response
		long term Green Belt boundary and, to a large extent, would screen the development.
7.95	<p>Herts and Middlesex Wildlife Trust indicates that the site to the north of Welwyn Road, while subject to mis-use, is valued by local residents as a green space. Loss of the wildlife site (59/077) should be avoided and suitable management secured. High quality and multi-functional green space should be planned into any development. The impact on Panshanger Park will also need to be mitigated including impacts associated with dog walking, recreational pressure and cat predation.</p> <p>Development west of Thieves Lane also needs to be mitigated in order to minimise impacts on the woodland and Panshanger Park including a suitable buffer.</p>	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Policy HERT3 states that Local Wildlife Site 59/077 should be protected and that public amenity green space and quality local green infrastructure should be provided. It is not considered that the impact of development on Panshanger Park would be unduly significant (indeed public access to the area is already available and encouraged to some areas) and development can be designed to avoid the most sensitive areas. A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process. Policy HERT3 also identifies a need for financial contributions towards the Panshanger Park initiative.</p> <p>However, in respect of the development to the south of Welwyn Road/west of Thieves Lane, it is agreed that mitigation, including a suitable buffer, should be provided and that this should be identified within the policy.</p>
7.96	<p>HCC indicates that development in this location may have an impact on local road junctions and mitigation may be required. Bus, cycle and walking improvements would also be required. A financial contribution towards a mitigation scheme for the A414 is likely to be required.</p> <p>There may be an opportunity for mineral extraction on the site north during construction.</p>	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Noted. The Council will continue to work closely with HCC and other partners in order to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. The policy identifies the need to include sustainable transport measures.</p> <p>It is noted that development schemes may be required to provide a financial contribution towards a mitigation scheme for the A414. However this would be agreed at the planning application stage.</p> <p>In respect of potential mineral extraction on site, wording should be added to Policy HERT3 to detail this potential requirement.</p>
7.97	<p>Support for the proposed allocation West of Hertford. However, given the physical separation between the two developments (North/South of Welwyn Road) it is suggested that the two sites should have separate policies.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. The policy is already sub-divided in parts I and II to distinguish between the two areas; however, as there are several areas within the policy where the provision of infrastructure is likely to be required which may involve joint involvement of both site promoters (e.g. sustainable transport measures), it is considered appropriate that the policy remains as a single entity.</p>

Issue Number	Issue	Officer Response
7.98	Thames Water has concerns regarding waste water services in relation to this site. If upgrades to the network are required then there would be a 3 year lead in time to achieve this.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While it is acknowledged that waste water services are an important issue in respect of site delivery, the Council is confident that upgrades could be achieved through development of the site and dialogue is continuing between Thames Water and the site promoters in this respect. While this is clearly an important issue, it is expected that waste water services would form part of a planning application and be fully resolved via this process.</p>
7.99	There is a lack primary school capacity in the area to the west of the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While primary education provision in Hertford was an issue at the time of consultation in 2014, the situation has been significantly improved by Simon Balle School becoming an 'all through' facility from September 2015. This has relieved pressure on other primary education facilities in the town. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.100	Directing some limited development to all villages would form a suitable alternative to development in this location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The development strategy already provides for development within villages appropriate to their size and scale. To reallocate a further 550 dwellings to the villages, as suggested in the response, would not be considered to provide a suitable sustainable alternative to the HERT3 site which has good access to existing local schools and services.</p>
7.101	Development to the West of Hertford will affect the separation between Hertford (Historic market town) and its neighbouring Garden City (Welwyn Garden City). This proposal threatens to encroach on the villages between Hertford and Welwyn Garden City and destroy their distinctive character.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Issues relating to coalescence with Welwyn Garden City were considered as part of the sieving process in respect of development to the west of Hertford. However, taking into account the need to meet identified housing need; considering that permission has previously been granted for alternative development in part of this location; and the high sustainability locational aspects of the two sites in respect of access to schools, facilities and passenger transport, on balance, this location is considered suitable for residential development subject to the criteria contained in draft Policy HERT3.</p>

Issue Number	Issue	Officer Response
7.102	Building on Green Belt runs the risk of coalescing Hertford with Welwyn Garden City and/or Ware.	<p><b>No amendment to Plan in response to this issue</b></p> <p>One of the key principles of Green Belt, as identified by the National Planning Policy Framework, is to avoid the coalescence of settlements. This has been considered as part of the detailed site assessment process for the District Plan and, in particular, development in the gaps between the towns of Hertford and Ware were fully considered and options that would compromise these areas were discounted. It is not considered that the proposed developments detailed in the draft Plan would threaten the individual identity of Hertford or any other neighbouring town.</p>
7.103	Development to the South of Welwyn Road would destroy the beautiful views (Lady Hughe's Wood & Blakemore Wood).	<p><b>No amendment to Plan in response to this issue</b></p> <p>While there would inevitably be loss of some views, the criteria of Policy HERT3 and other policies of the draft Plan would ensure that development would respect the site's unique setting. A Heritage Impact Assessment has been completed for the Panshanger Park and its environs, which was jointly commissioned and project managed between officers of Welwyn Hatfield and East Herts Councils, using a brief approved by English Heritage officers. The recommendations of the HIA will inform the masterplanning of the site and be taken into account as a material consideration through the planning application process.</p>
7.104	Site Promoter considers that 350 dwellings could be accommodated at the North of Welwyn Road development. This is because this figure would result in a housing density of 23dph, which is lower than the 30dph set in HOU2.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The number of dwellings proposed in the policy is based on the developable area considered likely, taking into account the infrastructure to be delivered and the local context, especially in regard to wildlife matters. The consideration of the site to deliver any potential additional dwellings would take place through the planning application process.</p>
7.105	HCC Minerals consider that there may be the opportunity to extract resources for use on site (both north and south of Welwyn Road) during development.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Policy to be amended to include this matter.</p>
North of Hertford		
7.106	Bengeo Primary School is already oversubscribed. Development on Sacombe Rd in Bengeo would put further stress on primary schools	<p><b>No amendment to Plan in response to this issue</b></p> <p>While primary education provision in Hertford was an issue at the time of consultation in 2014, the situation has been significantly improved by Simon Balle School becoming an 'all through' facility from September 2015. This has relieved pressure on other primary education facilities in the town. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any</p>

Issue Number	Issue	Officer Response
		infrastructure requirements and will include information on how and when specific schemes will be delivered.
7.107	Figure 7.1 is misleading with respect to development north of Hertford as, at the point where Sacombe Road and Wadesmill Road fork, the map is shaded grey to indicate that it is part of the existing built up area. This area is actually allotments and is therefore not already built up.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Figure 7.1 is a very high level strategic diagram, the purpose of which is purely to show the location of the proposed allocations in relation to the broad built up area of Hertford. It is not designed to show different land uses in detail; indeed many other green spaces in the town have likewise been shaded over for the purposes of this illustration. However, it should be noted that, in order to provide a robust Green Belt boundary, this allotment area, while retaining its protected status, would be removed from the Green Belt.</p>
7.108	The recent development in Sacombe Rd has resulted in on street parking causing congestion which has been partially relieved by the use of the Nursery car park. Development of this car park, and the resulting extra traffic would make the congestion worse.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan is concerned with future development and vehicle parking standards have been reviewed as part of this process. However, it is important to note that any informal arrangements at the Nursery site do not form part of the parking allocation provided as part of the permission attached to the Sacombe Road development and thus its potential loss would not constitute a planning matter in this respect. Consideration of the appropriate level of car parking provision and access arrangements to the HERT4 site would be made in light of local conditions, including the need for any highway mitigation measures, as appropriate, through the planning application process.</p>
7.109	This is an intrusion on the Green Belt which should not be allowed.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. Therefore, a certain amount of development on current Green Belt land is required to ensure that East Herts is able to meet its identified needs.</p>
7.110	Water pressure in the area is already below standard at certain times. Additional development will make this worse.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The issue of water supply is addressed by Water Resources Management Plans (WRMP) prepared by the water companies. WRMPs are approved by the Secretary of State. The Council will continue to engage with the relevant water providers. However, any existing issues with water pressure should be addressed outside of the work being carried out on the District Plan.</p>
7.111	No reference is made to protecting allotments. It is short sighted to build houses on allotments.	<p><b>No amendment to Plan in response to this issue</b></p> <p>No specific reference is made to the protection of allotments. However, the allotments at Sacombe Road are important as spaces for community use and, as such, would be</p>



Issue Number	Issue	Officer Response
		protected by Policy CFLR7 (Community Facilities).
7.112	Development in this location will greatly affect the house prices of surrounding properties which will have an impact on residents' financial future.	<b>No amendment to Plan in response to this issue</b> Property values are not a planning matter and cannot be taken into account in the plan making process.
7.113	There is already significant pressure on services and facilities in the Bengo area including retail and health. Additional development will exacerbate this problem.	<b>No amendment to Plan in response to this issue</b> It is not considered that a development of the scale proposed would add significant pressure to existing services and facilities; indeed the retail units would be likely to benefit from additional custom. The Council will continue to liaise closely with service and infrastructure providers in order to ensure that any negative impacts can be mitigated.
7.113a	The loss of the petrol station has had an impact on Bengo.	<b>No amendment to Plan in response to this issue</b> While the loss of such facilities is to be regretted, this site-specific matter is beyond the scope of the District Plan.
7.114	Any development in this location should be adequately shielded to limit landscape impact, should provide affordable housing for local people, provide adequate parking and also be environmentally friendly and well designed.	<b>No amendment to Plan in response to this issue</b> These issues are already addressed, either specifically by Policy HERT4 or through other policies in the draft Plan. Any detailed design issues would be addressed at the planning application stage.
7.115	HCC suggests that development in this area is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application. A financial contribution towards a mitigation scheme for the A414 may be required.	<b>No amendment to Plan in response to this issue</b> Noted that this is the HCC response in respect of development up to 150 dwellings. Any requirements regarding the provision of financial contributions would be agreed at the planning application stage.
7.115a	Previous development at this site was rejected due to the proposals not safeguarding existing landscapes. This was contrary to ENV1, ENV2 and ENV11 of the Local Plan 2007. The situation has not changed at this site.	The planning application (3/12/2138/FP) was refused in 2013 for a number of reasons, most of which related to the particulars of the specific scheme submitted at that time, in a decision taking context. In terms of considering the site in the plan making context, many issues have been taken into account. The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. Therefore, a certain amount of development on current Green Belt land is required to ensure that East Herts is able to meet its identified needs. The sieving process, undertaken at the preliminary plan making stages, assessed the site against all other reasonable alternatives. This, and subsequent investigations, have led

Issue Number	Issue	Officer Response
		Officers to conclude that the sustainable location of this site would make it suitable for development at the level proposed.
7.116	There is already congestion in this area which would only get worse with additional development. The roads through Bengeo are a rat run and this needs to be addressed. A new road is required between Bengeo and the west of Hertford. Sacombe Road is too narrow to cater for additional traffic. Congestion has partly been caused by cars parked on Sacombe Rd which has got worse following the recent housing development. This issue is exacerbated when children are dropped off for school.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation. It is currently proposed that only 50 dwellings out of the overall total of 150 would be accessed from the redevelopment of the Nursery site on Sacombe Road, with the remaining dwellings achieving access via the B158, Wadesmill Road.</p> <p>Transport modelling work is currently ongoing by HCC to aid the preparation of its 'Hertfordshire 2050 Transport Vision'. This should assist in providing a greater understanding of the potential impact of development on both the strategic and local highway networks, and any identifying any specific mitigation measures that may be needed as a result.</p> <p>Policy HERT4 identifies a need to incorporate sustainable transport measures including the encouragement of walking and cycling and enhanced passenger transport services.</p>
7.117	The only way that congestion in Bengeo could be resolved is through an improvement to existing bus services by making them more frequent. Public transport is not of a good enough standard.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT4 identifies a need to incorporate sustainable transport measures including the encouragement of walking and cycling and enhanced passenger transport services. Such provision would be achieved through planning obligations at the application stage.</p>
7.118	The proposals would have a negative impact on wildlife which uses the site and the nearby Waterford Heath nature reserve, including Meadow Pipits, Skylarks and the Clouded Yellow butterfly. The Herts and Middlesex Wildlife Trust and others indicate that the impact of development on Waterford Heath nature reserve should be mitigated.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Suitable mitigation measures should be identified through the planning application process to ensure that development will not impact negatively on the wildlife of this site and the nearby Waterford Heath nature reserve. Policy to be amended to reflect this.</p>
7.119	Sacombe Road forms a natural Green Belt boundary which should not be amended.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The site currently forms a gap in the urban fabric in this part of Hertford and it is considered that 'rounding off' the pattern of development would provide a strong green belt boundary in the longer term.</p>
7.120	Development of this site will lead to the temptation to build the other side of the B158 to join up with Rib Vale.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In accordance with the National Planning Policy Framework, the Council is reviewing Green Belt boundaries in order to help cater for the District's housing needs up to 2033 and beyond. The draft District Plan does not propose development to the east of the B158 and</p>

Issue Number	Issue	Officer Response
		this area would therefore remain in the Green Belt.
7.121	Parked cars are a hazard in Sacombe Road and it will be extremely difficult for parents to pick up children from school as there will be no garden centre available for parking. Also emergency vehicles are not able to navigate down this road. This road needs to be widened to three lanes of traffic.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While parking controls could be implemented if considered appropriate by the relevant Highway and Parking authorities, this is a detailed matter for consideration at the planning application stage through the HERT4 criterion “access arrangements and appropriate local highways mitigation measures”. There has been no evidence that emergency vehicles cannot access this route. It is not proposed that this road, which is largely rural in nature, should be widened to three lanes.</p>
7.122	Hertford Town Council objects to this site and requests its removal from the plan. The narrowness of Sacombe Road and encroachment onto the green belt have not been considered. The Marquee building in the town centre is a more appropriate site for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is currently proposed that only 50 dwellings out of the overall total of 150 would be accessed from the redevelopment of the Nursery site on Sacombe Road, with the remaining dwellings achieving access via the B158, Wadesmill Road. The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation.</p> <p>The draft District Plan includes a series of ‘Guiding Principles’ one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council’s past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. Therefore, a certain amount of development on current Green Belt land is required to ensure that East Herts is able to meet its identified needs.</p> <p>In respect of the proposed replacement of this allocation with the Marquee building, it should be noted that, not only would the Marquee not be large enough to accommodate 150 dwellings, but since the Preferred Options consultation took place the Hertford Town Centre Urban Design Strategy has considered this town centre site and permission is currently being implemented for a gymnasium.</p>
7.123	Surface water flooding already occurs in this area and this will be exacerbated with additional development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As the site lies outside Flood Zones 2 or 3, the risk of river (fluvial) flooding is considered to be low. In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council’s Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>

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7.124	Development in this area will lead to the boundaries between Hertford and surrounding villages (Chapmore End) being eroded.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This limited scale development would effectively ‘round off’ the urban fabric of Hertford in this part of the town and, due to relative distance, is not considered to have an unduly negative impact on the identity of any nearby villages.</p>
7.125	A planning application for development on this site was recently refused. Nothing has changed to suggest that development would now be appropriate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The planning application (3/12/2138/FP) was refused in 2013 for a number of reasons, most of which related to the particulars of the specific scheme submitted at that time. However, in terms of considering the site in the primary context of allowing development in the Green Belt, the decision does not discuss the merits or otherwise of releasing the site, but rather reflects the fact that, “if permitted prior to the publication of the East Herts District Plan, the proposal would prejudice the assessment process”. This assessment process, which assessed the site against all other reasonable alternatives, has taken place and it is considered that the site provides a sustainable location for development at the level proposed.</p>
7.126	Significant thought should be given to where the access for this development would be. An access directly onto Sacombe Road should not be pursued.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Access arrangements would need to be agreed with HCC as part of the planning application process. It is currently proposed that only 50 dwellings out of the overall total of 150 would be accessed from the redevelopment of the Nursery site on Sacombe Road, with the remaining dwellings achieving access via the B158, Wadesmill Road. The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation.</p>
7.127	Support for the use of Bengo Nursery for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p>
7.128	Bengo Nursery currently provides a source of employment which would be lost. Also this site offers opportunities for Bengo to be self-sufficient by local food production.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the site is currently operational, this small scale enterprise has a history of seasonal or occasional operation, with frequent spells of non-activity. It is not considered likely that, even if the site were to become fully operational as a nursery, that self-sufficiency in food production would be achieved for the area. The owner of the site (also the operator) has submitted the land as part of the Call-for Sites process. Due to the success of the Council’s approach to bringing forward brownfield land within the settlement boundaries in past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. This makes a certain amount of development on current Green Belt land necessary to ensure that East Herts is able to meet its identified needs. Given the brownfield nature of this edge of settlement Green Belt site, and its good location in terms of</p>

Issue Number	Issue	Officer Response
		sustainability, it is therefore considered appropriate that the site be released for residential purposes as an allocated site in the District Plan to make a contribution towards housing delivery.
7.129	HCC states that there may be an opportunity to extract resources from the site to use as part of the development.	<b>No amendment to Plan in response to this issue</b> Noted and agreed. The policy requires an allowance for the satisfactory phased extraction of underlying mineral deposits.
7.130	It would be much more appropriate to direct development to the west of Hertford where there is better access to the A414 and facilities and services including a secondary school.	<b>No amendment to Plan in response to this issue</b> Development to the north of Hertford has been limited to 150 dwellings as it is recognised that there are a number of constraints, particularly in relation to waste water, educational capacity, traffic congestion issues and the need to protect the environment of the Rib Valley. The draft District Plan already proposes that a total of 550 dwellings be delivered to the west of Hertford in addition to development to the north of Hertford, not in place of.
7.131	It would be better if there were fewer houses and more community facilities in this part of Hertford. Development could be more dispersed around the town.	<b>No amendment to Plan in response to this issue</b> Policy HERT4 includes a requirement for the provision of social and green infrastructure and financial contributions towards other infrastructure schemes. There is a delicate balance to be reached in terms of providing a development that benefits the local community while ensuring that the scheme would be financially viable. The proposed allocated sites for Hertford involve development in a central location (Mead Lane) and peripheral development to the north, west and south of the town which will deliver development in dispersed locations around the town. Moreover, other non-allocated sites within the settlement boundaries will deliver further locational choice over the plan period.
7.132	Thames Water has concerns regarding waste water services in relation to this site. If upgrades to the network are required then there would be a 3 year lead in time to achieve this.	<b>No amendment to Plan in response to this issue</b> While it is acknowledged that waste water services are an important issue in respect of site delivery, the Council is confident that upgrades could be achieved through development of the site and dialogue is continuing between Thames Water and the site promoters in this respect. While this is clearly an important issue, it is expected that waste water services would form part of a planning application and be fully resolved via this process.
7.133	More off-street parking needs to be provided for the properties.	<b>No amendment to Plan in response to this issue</b> The District Plan is concerned with future development and vehicle parking standards have been reviewed as part of this process. Consideration of the appropriate level of car parking provision and access arrangements to the HERT4 site would be made in light of local conditions, including the need for any highway mitigation measures, as appropriate, through the planning application process.

Issue Number	Issue	Officer Response
7.134	Kler Group supports the proposed allocation but states that development of the former nursery site has the potential to be brought forward for development in the short term as the most northerly part of this site is 150 metres south of the preferred option for mineral extraction.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>While it is not considered that any early release should be made in this location, as it could be viewed as providing an undue advantage over the aspirations of promoters of other proposed allocated sites elsewhere in the district which are currently situated within the Green Belt, it is acknowledged that the former nursery site element (50 dwellings) of the overall development site (for 150 dwellings) could be developed within the first five years of the Plan. An amendment to Policy HERT4 should be made in this respect.</p>
7.135	The Ware Park Trust supports the proposed allocation. However, the site should be identified for 300 dwellings rather than 150. An application for mineral extraction will be submitted in 2014 with extraction starting in 2015. This should not be a barrier to a greater level of development. A transport study by Vectos concludes that the traffic impact of 300 dwellings would not be severe. The issue of foul sewerage is resolvable. If schools cannot be expanded then the provision of some educational use could be made on land owned by the Ware Park Trust.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In consideration of the proposed increase of dwellings suggested in the response, HCC Highways has concluded that “the consequence of a 300 dwelling development is likely to exacerbate existing problems which may become significant and thus require significant infrastructure investment to mitigate. There is also uncertainty as to whether mitigating at the level required would be feasible or indeed deliverable”. Therefore, HCC Highways would only be prepared to support the development of the site for an upper limit of 150 dwellings.</p>
7.136	A woodland buffer should be created on the edge of the Bengo development to protect the countryside from further development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT4 includes a criterion concerning the provision of landscaping. It is considered appropriate that matters of detail regarding such provision would be dealt with at the planning application stage.</p>
7.137	A new large primary school should be built on the Nursery site and houses should be built on the current school site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met and there is not currently considered to be need for a new primary school for the level of development which the proposed allocation would deliver in this location. The current primary school site has not been promoted through the SLAA process and is thus not considered to be either available or deliverable as an alternative site for residential development. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p>

Issue Number	Issue	Officer Response
7.138	Additional development in the Bengo area will put stress on medical facilities as there are not doctors or dentists in Bengo.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues at GP surgeries and ensure that appropriate provision can be made in Hertford in relation to patients generated by new development. Any such provision would not necessarily need to be located in the Bengo area, but is likely to serve the wider town.</p>
7.139	Mineral extraction at this site will mean more misery for residents who have had to deal with gravel extraction for the past decades.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Other than an allowance for the potential extraction of underlying mineral deposits for use on site during development, the matter of the acceptability or otherwise of mineral extraction in areas beyond the HERT4 site would be for HCC, as the local planning authority for mineral applications to determine.</p>
7.140	This development would increase the levels of light pollution and noise pollution in the area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The consideration of any potential light pollution issues would be made in light of Policy EQ3 Light Pollution, which seeks to ensure minimal impact in this respect. Hertford is not considered to suffer from particularly high levels of noise pollution and the proposed development is unlikely, by its nature, to cause any specific concerns. In this respect, no objections have been received in relation to Environmental Health issues.</p>
7.141	Cyclists and walkers will not be able to use Sacombe Road safely if development occurs.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation. Walking and cycling measures would be delivered via the sustainable transport measures requirements of the policy, which would ensure that provision should be enhanced. The safety of access to the development would be a matter for HCC, as local Highway Authority, to determine as part of the application process and policy TRA2 'Safe and Suitable Highway Access Arrangements and Mitigation' would also apply in this respect.</p>
7.142	Development would mean extra traffic has to travel down Port Hill as the Bengo School is at capacity. Children should be able to attend their local school so they can walk to school; walking across town to a new school could be dangerous for children.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation. Since the Preferred Options consultation, Simon Balle School has become an 'all through' facility with additional primary provision opening in September 2015. This has relieved pressure on other primary education facilities in the town and, over time, will mean that pupils will become more evenly dispersed in terms of attending their closest school, thus negating the need to incur cross-town journeys.</p>



Issue Number	Issue	Officer Response
7.143	There is a major issue with this development as there is a telephone mast behind the nursery. Is it legal to build houses near to this?	<b>No amendment to Plan in response to this issue</b> This would be a matter for consideration through the planning application process, where, in appropriate cases, applicants are required to submit an ICNIRP certificate.
7.144	This development will require an improvement of the roundabout at the junction of Sacombe Road and the B158.	<b>No amendment to Plan in response to this issue</b> The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation.
7.145	This development will increase traffic, this will pose a hazard to pedestrians including school children.	<b>No amendment to Plan in response to this issue</b> The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation.
7.146	The Local Planning Authority has not taken into account the archaeological interests of the site.	<b>No amendment to Plan in response to this issue</b> The HCC Archaeology Team has not made any specific recommendations in its consideration of the proposed site allocations in respect of this specific site, but would be considered as part of the planning application process under policies HA1 Designated Heritage Assets and HA3 Archaeology.
7.147	Bengeo sits on top of a hill, roads have steep gradients which is a barrier to cycling and walking. This will lead to more congestion if further development is permitted.	<b>No amendment to Plan in response to this issue</b> The HCC Highways response to the consultation suggests that development in this location is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application to ensure successful mitigation. Sustainable transport measures would be delivered as part of the requirements of the policy, which would ensure that provision should be enhanced and, while it is acknowledged that the topography of the area may dissuade some from walking or cycling, a potential increase in bus services would provide modal choice.
7.148	Kler Group wish to object to the phasing of the development for the part of the site which compromises the former nursery. The most northerly corner of the nursery site is located approximately 150m from the mineral extraction and therefore could be brought forward in the short term without adverse impact.	<b>Proposed amendment to Plan in response to this issue</b> While it is not considered that any early release should be made in this location, as it could be viewed as providing an undue advantage over the aspirations of promoters of other proposed allocated sites elsewhere in the district which are currently situated within the Green Belt, it is acknowledged that the former nursery site element (50 dwellings) of the overall development site (for 150 dwellings) could be developed within the first five years of the Plan. An amendment to Policy HERT4 should be made in this respect.
7.149	The Plan fails to address how this development will affect secondary school capacities.	<b>No amendment to Plan in response to this issue</b> Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The Council will continue to work closely with HCC in order to ensure that the

Issue Number	Issue	Officer Response
		educational needs arising from the proposed level of development in Hertford (in respect of both primary and secondary education) can be met throughout the plan period.
7.150	Issues with broadband and telephony are not addressed in this section.	<b>No amendment to Plan in response to this issue</b> As a district-wide, rather than site specific, issue, this would be covered by policies in the Economic Development chapter.
7.151	The development should include provision of a community centre, swimming pool, tea shop, laundrette and additional classrooms for the primary school.	<b>No amendment to Plan in response to this issue</b> It is considered that there are numerous community facilities both in Bengeo and Hertford-wide, including community halls, a swimming pool at Hartham, and a parade of shops at The Avenue (less than 600m walking distance from the edge of the site). Schools do not generally favour split sites and HCC's Education Team has not suggested this approach nor objected to the site allocation in respect of school capacity.
7.151a	The land at HERT4 should not be developed at all, due to green belt and infrastructure issues. If there does have to be development it should only be the Nursery Site that is developed and only for 50 homes.	<b>No amendment to Plan in response to this issue</b> The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. Therefore, a certain amount of development on current Green Belt land is required to ensure that East Herts is able to meet its identified needs. Taking into account the need to meet identified housing need and the high sustainability locational aspects of the area in respect of access to primary education, local retail facilities and bus transport, on balance, this location is considered suitable for the residential development proposed, subject to the criteria contained in draft Policy HERT4.
South of Hertford		
7.152	HCC supports the retention of Green Fingers as far as possible.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed
7.153	Road improvements to Mangrove Rd are required to ease congestion. The junction with the A414 is a particular concern.	<b>No amendment to Plan in response to this issue</b> Policy HERT5 requires the provision of appropriate local highways measures, which would be agreed with HCC through the planning application process.
7.154	Development of this site would result in the loss of the Green Finger in this location. This is not consistent with the objective stated in Paragraph 7.1.11 that the towns Green Fingers will be maintained. The impact	<b>No amendment to Plan in response to this issue</b> The proposed development would fill an existing gap. Policy HERT5 requires the provision of a public amenity green space between the development and Hagsdell Stream in order to allow for the preservation of that part of the Hertford Green Finger. It is therefore

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	on the Green Belt would be considerable.	considered that any impact on the Green Belt would be limited.
7.155	Will the existing treed area at the higher level of the Green Finger be preserved?	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Preferred Options version of the draft Plan included text to state that the existing treed area at the higher level of the site should be maintained; however, it is considered appropriate that this protection should also be added as part of Policy HERT5 for the avoidance of any ambiguity.</p>
7.156	The owners of land opposite HERT5 have submitted information which they believe satisfies the concerns raised during the SLAA process. The owners are happy to work with the owners of HERT5 to deliver a comprehensive development, including, inter alia, a community centre. Unlike previously with the Ashbourne Garden development where a waste water swale was built without consultation or consent, the landowners insist that no development takes place until they have been consulted.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This site has previously been submitted to the Council as part of the Call for Sites process, and is currently being assessed through a technical document known as the Strategic Land Availability Assessment (SLAA). The role of the SLAA is to provide a high level strategic assessment of all sites in order to determine whether they are likely to be considered developable within the plan period. Work on the SLAA is currently ongoing and the final document will be presented to Members in August. While acknowledging that the SLAA is not yet complete, Officers do not consider that the site should be identified as an allocation within the District Plan because the site forms an integral part of the Green Finger and any development would harm its openness and character by breaching the existing line of the urban form. As such the site is not considered to be suitable for development or inclusion in the District Plan.</p> <p>Issues of land ownership and permissive rights fall outside the remit of the District Plan.</p>
7.157	Releasing this site for development may set a precedent and encourage development proposals on other parts of the Green Finger.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In accordance with the National Planning Policy Framework, the Council is reviewing Green Belt boundaries in order to help cater for the District's housing needs up to 2033 and beyond. Policy HERT5 proposes that development would fill an existing gap and consolidate the built form along Mangrove Road, with development limited to within the line of trees at the top of the site rather than extending into the more sensitive open land beyond. The draft District Plan further proposes that land to the west of that area and to the east of Mangrove Road should remain in the Green Belt. Revised boundaries would be long term in nature and would not therefore encourage further development proposals to come forward.</p>
7.158	HERT5 could be amended to provide a slim 'green finger' to the north of Mangrove Drive which would preserve the rural nature of this road.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT5 proposes the removal of both Mangrove Drive and Oak Grove from the Green Belt and Green Finger as part of the review of boundaries in this area. The HERT5 development would fill an existing gap and consolidate the built form along Mangrove Road, so, while land to the west of HERT5 and to the east of Mangrove Road would remain in the Green Belt and Green Finger, the inclusion of a 'slim green finger' in this location would not</p>

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		provide a strong defensible boundary.
7.159	The highway mitigation measures referred to need to be defined.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Highway mitigation measures which are considered necessary by HCC, as Highway Authority, would be refined through the planning application process.</p> <p>An Infrastructure Delivery Plan is also currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
7.160	Consideration needs to be given to the wildlife that use the Green Fingers, and HERT5 in particular. The Green Fingers bring wildlife in close proximity to the town centre.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed development would fill an existing gap and consolidate the built form along Mangrove Road. Policy HERT5 requires the provision of a public amenity green space between the development and Hagsdell Stream in order to allow for the preservation of that part of the Hertford Green Finger. While there are no specific wildlife designations covering this site, consideration of wildlife issues would be taken into account at the planning application stage in relation to other policies in the plan, particularly emerging Policy NE3 Species and Habitats.</p>
7.161	It seems perverse to remove HERT5 from the Green Belt and yet keep existing development at Mangrove Drive within the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft Plan already proposes the removal of both Mangrove Drive and Oak Grove from the Green Belt as part of the review of boundaries in this area.</p>
7.162	The semi-rural nature of this part of Hertford will be lost if this development goes ahead.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed development is limited in nature and would fill an existing gap and consolidate the built form along Mangrove Road. Policy HERT5 requires the provision of a public amenity green space between the development and Hagsdell Stream in order to allow for the preservation of that part of the Hertford Green Finger. It is therefore considered that any impact on the character of this part of Hertford would be limited.</p>
7.163	Should the development go ahead, consideration should be given to the type and mix of housing to be delivered. A repeat of the Ashbourne Gardens development is not appropriate in this area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HERT5 requires the provision of a range of dwelling type and mix in accordance with the provisions of Policy HOU1. This would be agreed through the planning application process.</p>
7.164	HCC suggests that development in this area is unlikely to lead to any major issues on the local road network, beyond those that can be dealt with as part of a planning application. A financial contribution towards a mitigation scheme for the A414 may be required.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. Any requirements regarding the provision of financial contributions would be agreed at the planning application stage.</p>

Issue Number	Issue	Officer Response
7.165	The plan needs to ensure that development in this location will not deteriorate the quality of the Green Fingers.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed development would fill an existing gap and consolidate the built form along Mangrove Road. Policy HERT5 requires the provision of a public amenity green space between the development and Hagsdell Stream in order to allow for the preservation of that part of the Hertford Green Finger. It is therefore considered that any impact on the Green Finger, and indeed the Green Belt, would be limited.</p>
7.166	Objection to development in this location due to increased risk of flooding, traffic implications, loss of open country views for residents of Queens Road, loss of open space and insufficient provision of school places.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As the site lies outside Flood Zones 2 or 3, the risk of river (fluvial) flooding is considered to be low. In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p> <p>Issues concerning traffic are considered to be mitigatable and would be addressed at the planning application stage.</p> <p>The potential loss of a private view for residents of Queens Road is a not a planning matter and therefore could not be taken into account in the determination of any future application. However, other policies in the Plan should ensure that a high quality of design would be delivered. While primary education provision in Hertford was an issue at the time of consultation in 2014, the situation has been significantly improved by Simon Balle School becoming an 'all through' facility from September 2015 and this is located within 300m of the site. The Council will continue to work closely with HCC in order to ensure that the educational needs arising from the proposed level of development in Hertford can be met throughout the plan period.</p>
7.167	There should be a more detailed plan of the site showing the proposed location of housing and green space etc.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan is a strategic document which seeks to allocate sites for development. The layout of any proposed development would be agreed through the planning application process.</p>
7.168	There will be an increased risk of flooding as the drainage is not adequate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As the site lies outside Flood Zones 2 or 3, the risk of river (fluvial) flooding is considered to be low. In respect of surface water or drainage flooding, the development would need to include sustainable drainage measures in accordance with the Council's Strategic Flood Risk Assessment, which would decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>

Issue Number	Issue	Officer Response
7.169	Hertford Town Council raises concerns that development should not get too close to the Ashbourne Brook.	<b>No amendment to Plan in response to this issue</b> Policy HERT5 requires that development would be confined to the upper level and that there should be the provision of a public amenity green space between the development and Hagsdell Stream in order to allow for the preservation of that part of the Hertford Green Finger.
7.169a	Hertford Town Council raises concerns that Mangrove School was already under enormous pressure from Simon Balle School. The access is not good, therefore any housing should be low density.	<b>No amendment to Plan in response to this issue</b> HCC suggests that development in this area is unlikely to lead to any major issues on the local road network, beyond those that can be mitigated through the planning application process.
7.170	The area between the development and the Hagsdell stream should not be used as amenity greenspace due to various reasons including: wildlife natural habitat concerns; increased public access would threaten security of existing properties/crime potential; noise and nuisance; risk of fire from portable barbeques; potential damage to trees and vegetation; light pollution; litter polluting the river; potential for drug users in the area; parking pressures; and likelihood of the future development of the amenity area. It is currently natural landscape and should not be changed.	<b>No amendment to Plan in response to this issue</b> Some of the issues raised are not planning matters and cannot be taken into account in the plan making process. The area would provide additional amenity space to the area, which would ensure that the gap between the development and Hagsdell stream is maintained. It is not intended that the area would be lit. The area which would form the amenity greenspace does not have a wildlife site designation; however, public access to this location should not preclude the continuance of wildlife activity in the area. It is also considered that, as this area would not become an equipped play area or park, and would simply be an informal open space with public access (as in many other parts of the town), it is unlikely that the negative aspects mentioned in the response would come to fruition.
7.171	HCC suggests that further investigations regarding the possible presence of minerals deposits are required. Such resources could be used during construction.	<b>Proposed amendment to Plan in response to this issue</b> In respect of potential mineral extraction on site, wording should be added to the Policy HERT5 to detail this potential requirement.
7.172	English Heritage indicates that the site lies within the conservation area and that this should be referred to in the policy. The policy should also require that the development protects the setting of adjacent heritage assets including Balls Park.	<b>Proposed amendment to Plan in response to this issue</b> While at the consultation stage, the site lay within the Conservation Area, a review of the Conservation Area boundaries for Hertford is currently underway which proposes the removal of both this and the adjoining site from that designation. Should this be confirmed then no purpose would be served by including reference to this designation; however, it is considered appropriate that wording be included in the policy to reflect adjacent heritage assets.
7.173	There is nothing in the document that mentions the need for a new primary school at Simon Balle school.	<b>No amendment to Plan in response to this issue</b> Since the Preferred Options consultation, a planning application to allow Simon Balle to become an 'all through' facility was approved in 2014 and opened in September 2015,

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		which makes the response redundant.
7.174	Thames Water does not envisage infrastructure concerns on this site.	<b>No amendment to Plan in response to this issue</b> Noted.
7.175	Christ's Hospital Foundation supports the proposed allocation of the site but notes that it is capable of delivering in excess of 80 dwellings.	<b>No amendment to Plan in response to this issue</b> The number of dwellings proposed in the policy is based on the developable area considered likely, taking into account both the infrastructure expected to be delivered and the local context. The consideration of the potential for the site to deliver any additional dwellings would take place through the planning application process.
7.176	HCC Minerals consider that there may be the opportunity to extract resources for use on site during development.	<b>Proposed amendment to Plan in response to this issue</b> Policy to be amended to include this matter.
<b>Employment in Hertford</b>		
7.177	The existing employment provision in Hertford needs to be maintained to cater for the needs of new development.	<b>No amendment to Plan in response to this issue</b> Agreed. The 2016 Hertford and Ware Employment Study concludes that "In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term". The draft District Plan therefore seeks to retain existing employment provision in Hertford.
7.178	It is not economically viable to maintain and modernise the Caxton Hill employment area. The most appropriate option is to consolidate these uses on more appropriate sites elsewhere in Hertford and the surrounding areas. The site should be allocated for housing.	<b>No amendment to Plan in response to this issue</b> The District Plan seeks to maintain and enhance existing employment space where possible. The Council's 2016 Hertford and Ware Employment Study technical evidence base suggests that the Caxton Hill estate has the potential to continue its employment role in Hertford, subject to modernisation and refurbishment, access and visibility. Furthermore, the Study concludes that "In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term". Therefore, it is considered that Caxton Hill should be retained for employment uses.
7.179	The need for increase in employment areas in Hertford is not justified. There is a reduced demand for business accommodation.	<b>No amendment to Plan in response to this issue</b> There is only one new Employment Area proposed for Hertford in the Pegs Lane/Hale Road/Gascoyne Way area. This does not seek to provide new land for employment uses, but rather to recognise and protect the existing employment base which exists in the area



Issue Number	Issue	Officer Response
		and formally designate this through the policy. However, recent permissions for residential development in the area mean that Officers consider that the area proposed in the Preferred Options consultation should be reduced.
7.180	Objection to the continued use of Caxton Hill for employment purposes. The site has poor access and it is uneconomic to maintain. The site should be redeveloped for residential use.	<b>No amendment to Plan in response to this issue</b> The District Plan seeks to maintain and enhance existing employment space where possible. The Council's 2016 Hertford and Ware Employment Study technical evidence base suggests that the Caxton Hill estate has the potential to continue its employment role in Hertford, subject to modernisation and refurbishment, access and visibility. Furthermore, the Study concludes that "In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term". Therefore, it is considered that Caxton Hill should be retained for employment uses.
7.181	Objection to the redevelopment of Caxton Hill for residential purposes.	<b>No amendment to Plan in response to this issue</b> Agreed. The District Plan seeks to maintain and enhance existing employment space where possible. The Council's 2016 Hertford and Ware Employment Study technical evidence base suggests that the Caxton Hill estate has the potential to continue its employment role in Hertford, subject to modernisation and refurbishment, access and visibility. Furthermore, the Study concludes that "In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term". Therefore, it is considered that Caxton Hill should be retained for employment uses.
7.182	Sovereign House should not be included within the proposed Employment Area at Pegs Lane.	<b>No amendment to Plan in response to this issue</b> Since the Preferred Options consultation, permission has been granted (subject to S.106) for a development of 57 units of Class C2 accommodation and 24 units of Class C3 Sheltered Accommodation. The scheme will introduce employment of 17 equivalent full time jobs, in a mix of full time and part time working. As a mixed use site, the development would fall within the criteria of the draft policy and it is considered that the site should therefore be included within the HERT6 designation.
7.183	HCC property and Hertford Civic Society object to County Hall being considered as part of the Pegs Lane, Gascoyne Way, Hale Road employment area. If the County Hall is to be included then the boundary should be amended so Leahoe is excluded as this	<b>No amendment to Plan in response to this issue</b> As HCC's offices at County Hall represent the base of the largest single employer in Hertford, it is not considered inappropriate for its use to be recognised in an employment policy context. The policy does not seek to provide new land for employment uses, but rather to recognise and protect the existing employment base which exists in the area and

Issue Number	Issue	Officer Response
	building is vacant.	formally designate this through the policy. Policy HERT6 clearly states that the area would be reserved for mixed uses and therefore it is not considered that the inclusion of Leahoe within the area would be inconsistent with that approach.
7.184	Mead Lane should not be considered in HERT6, HERT2 should set out land uses within the area.	<b>No amendment to Plan in response to this issue</b> Policy HERT2 sets out the parameters for mixed use development within a discrete area (covered by the Mead Lane Urban Design Framework) which lies within the overall Employment Area. The principles applying to proposed development within the Employment Area as a whole fall primarily under district-wide Policy EDE1, which sets the context for its Employment Area designation and Policy HERT6 translates this to the settlement level. Restricting Mead Lane solely to Policy HERT2 could undermine the Employment Area designation for this site and also cause confusion for readers of the Plan.
<b>Retail in Hertford</b>		
7.185	Retail is being lost in the town and Council policies regarding car parking and a failure to oppose copycat restaurant proposals are making the situation worse. The outcome is that people have to travel further afield which causes congestion and is not sustainable.	<b>No amendment to Plan in response to this issue</b> The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas. In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas.
7.186	The market town character of Hertford has been destroyed by poor retail planning. There is very little retail and too many cafes, restaurants.	<b>No amendment to Plan in response to this issue</b> In part as a response to concerns about the economic vitality of Hertford Town Centre, in 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy (HTCUDS) for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas.
7.187	The town suffers from a number of vacant retail premises and this could be exacerbated if Waitrose leave.	<b>No amendment to Plan in response to this issue</b> In part as a response to concerns about the economic vitality of Hertford Town Centre, in 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy (HTCUDS) for the town centre. This

Issue Number	Issue	Officer Response
		Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas. Part of the HTCUDS seeks to identify an appropriate form of redevelopment for the Bircherley Green centre.
7.188	The town centre has a unique character and should not be spoilt by introducing chain store malls. There should be a reduction in business rates to encourage more diversification in the retail offer.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The unique historic character of Hertford is recognised in the draft District Plan. The Plan does not specifically propose the provision of malls in the town; however, the Hertford Town Centre Urban Design Strategy does seek to identify an appropriate form of redevelopment for the Bircherley Green centre.</p> <p>The Council seeks to support local businesses through various initiatives; however, the issue of business rates falls outside the remit of the District Plan.</p>
7.189	There needs to be a more effective retail strategy to help shops stay open. There is no strategy for the town centre or for reducing the number of empty shops.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas.</p> <p>In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas.</p>
7.190	Hertford Town Council and others would like to see a Saturation Policy included within the Plan to ensure that there is a mechanism for turning down applications for further shops of the same nature. More could be done to develop the retail 'character' of Hertford. There are a disproportionate number of hairdressers and beauty salons.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas.</p> <p>In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas.</p>
7.191	Diageo and Wrenbridge recommend that greater emphasis is placed on improving the town centre and that the historic character of the town should not prevent this. Redevelopment of the Bircherley Green	<p><b>No amendment to Plan in response to this issue</b></p> <p>In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, sets a framework which will</p>

Issue Number	Issue	Officer Response
	Shopping Centre offers an opportunity to achieve this through the provision of larger, more modern retail units, an enhanced character and better links to the river and the wider town centre.	inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas. A discrete section of the Strategy is provided on Bircherley Green and sets the parameters for development in that location.
7.192	Opposition to retail development which involves the demolition of historical buildings.	<b>No amendment to Plan in response to this issue</b> Noted. The Plan seeks to preserve and enhance the historic environment of the district. In particular, policies in the Heritage Assets chapter of the Plan (HA1, HA2 and HA4) would apply in this respect. It is not considered necessary to duplicate this district-wide policy on a settlement basis.
7.193	Hertford should not be expanding its retail function as many shops currently stand vacant.	<b>No amendment to Plan in response to this issue</b> The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas. In 2014, the Council, working together with HCC and Hertford Town Council, commissioned the Hertford Town Centre Urban Design Strategy for the town centre. This Strategy, which was finalised in February 2016 and agreed by all three councils, will inform future development of and movement within the town centre, seek to revitalise commercial activity, and secure the long-term health of its shopping areas.
Leisure and Community Facilities in Hertford		
7.194	An alternative layout for the new primary school at Simon Balle School has been submitted.	<b>No amendment to Plan in response to this issue</b> A planning application to allow Simon Balle to become an 'all through' facility was approved in 2014 and this opened in September 2015.
7.195	There is no mention of providing facilities for children such as after school activities, play areas, sure start centres etc.	<b>No amendment to Plan in response to this issue</b> The proposed housing allocation policies for the developments West and North of Hertford include a requirement to provide public amenity green space and play areas. The provision of after school activities is the responsibility of individual schools and falls outside of the remit of the District Plan.
7.196	Hertford Town Council and others state that new space for play areas should be allocated in the District Plan.	<b>No amendment to Plan in response to this issue</b> The larger allocations contained within the draft Plan require provision of public amenity greenspace and play areas as part of development proposals for these sites.
7.196a	Hertford Town Council and others state that new allotment and cemetery land should be allocated in the District Plan.	<b>No amendment to Plan in response to this issue</b> The Council does not currently have evidence that an identified need for such facilities exists in Hertford. However, should such need be identified in the future then

Issue Number	Issue	Officer Response
		the emerging Open Space, Sports and Recreation Assessment will provide guidance on how any such facilities should be provided.
7.197	There is no provision for new places for public religious worship. Future needs must be provided for.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While there is no specific requirement for places of religious worship, developments brought forward within the allocations in Hertford, and elsewhere in the district, will be required to make financial contributions towards the provision of new or enhanced community facilities.</p>
7.198	Sport England states that the acknowledgement of the under provision of junior football and mini soccer pitches is welcomed. However objection is made to the lack of any site allocations for such uses. It is unlikely that residential led development will be large enough to provide viable on-site sports facilities. Paragraph 7.5.2 is just an aspiration rather than providing a plan led approach to addressing identified needs. The paragraph also fails to identify the indoor sports facility needs that have been identified in Hertford.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The paragraph refers to the need to provide additional facilities across the Hertford and Ware area and is not limited solely to Hertford. It is not anticipated that every allocation would be required to make specific on-site provision, but that where this is not the case contributions would be required towards identified formal sport provision needs, which could relate to indoor and/or outdoor facilities, as appropriate. It is feasible that in some cases provision may potentially be achievable via shared use facility arrangements (e.g. utilising existing schools' facilities) rather than standalone new provision, but this would be likely to require contributions to ensure facilitation. In respect of the evidence underpinning the identification of needs, it should be noted that this is now considered to be out of date and work is currently ongoing in the preparation of an emerging Open Space, Sports and Recreation Assessment. The updated evidence will inform the identification of needs going forward and the level and location of provision required across the Hertford and Ware area, which would be applied at the planning application stage. In case of any misinterpretation of in respect of whether all sites would be required to make on site provision, it is therefore proposed that the text be amended to acknowledge the potential need for indoor provision in addition to outdoor facilities and to clarify that contributions would be required towards on or off site provision.</p>
7.199	Support for this paragraph (7.5.4) in view of proposed new developments.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p>

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 8 – SAWBRIDGEWORTH: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 8 (Sawbridgeworth) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 8 (Sawbridgeworth) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.



- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for Sawbridgeworth at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 As there have been significant advances in the technical evidence available to support the development strategy, and changes in local and wider circumstance since the publication of the Preferred Options version of the Draft Plan, it is considered appropriate that each of the settlement chapters be rewritten to take these factors into account rather than presenting a 'track change' iteration of the previous version. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Settlement Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 In consequence, it is likewise not proposed that amendments are shown in the form of 'track changes' for the settlement chapters. Instead, a revised chapter, which incorporates any proposed necessary amendments to the Plan identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August, along with the relevant Settlement Appraisal.
- 2.4 The responses to the issues raised identify that, in the view of Officers, amendments should be made to proposed housing allocations in Sawbridgeworth.
- 2.5 Firstly, it is the view of Officers that the quantum of development proposed for the site to the south of West Road should be reduced. This is partly in response to the Green Belt Review (2015) which identified that the western section of this wider parcel of land is particularly sensitive in Green Belt terms. In

addition, reducing the number of homes in this location also responds to the large number of representations made to the Preferred Options consultation that raised concerns about the impact of additional traffic on West Road.

- 2.6 Secondly, it is also the view of Officers that a site to the north of the town should be included within the forthcoming 'Publication' version of the District Plan. Again, this is in response to the Green Belt Review which identified a parcel of land to the east of the A1184 as being of 'high' suitability for development in Green Belt terms.
- 2.7 The quantum of development proposed in these locations will be considered as part of the Settlement Appraisal for Sawbridgeworth which will be presented to Members alongside a revised District Plan chapter at the District Planning Executive Panel meeting on 25<sup>th</sup> August.
- 2.8 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B', as a basis for informing a redrafted chapter on Sawbridgeworth in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Draft 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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Issue Number	Issue raised through consultation	Officer Response
<b>General Issues</b>		
8.01	Flooding is an issue in Sawbridgeworth and in the area of West Road in particular.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed allocation to the north of West Road is in Flood Zone 1. With regards to the site to the south of West Road, only the eastern boundary is within Flood Zones 2 and 3 due to the presence of the brook in that location. Therefore there will not be any development in Flood Zones 2 or 3, meaning that the risk of river (fluvial) flooding is low. With regards to surface water or drainage flooding, the developments will need to include sustainable drainage measures in accordance with the Council’s Strategic Flood Risk Assessment which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed at the planning application stage.</p>
8.02	There is not enough school capacity to cope with additional development. Essex County Council indicates that the needs of Lower Sheering will need to be taken account of when considering school capacity.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has worked closely with Hertfordshire County Council throughout the plan making process. HCC is the authority responsible for forecasting demand for school places and ensuring that there is sufficient capacity within a catchment to meet that demand, taking into consideration potential growth in neighbouring areas.</p> <p>With regards to Sawbridgeworth, development to the north of West Road would provide land which would facilitate the expansion of Mandeville Primary school by 1FE. In addition, Leventhorpe School is also able to expand if required. HCC are therefore satisfied that sufficient additional provision can be made in order to cater for the proposed level of growth in Sawbridgeworth.</p>
8.03	There are not sufficient services and facilities in the town to cope with additional people, particularly health care.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Sawbridgeworth is one of the larger settlements in the District, with a number of services and facilities, and is considered a sustainable location for some new development.</p> <p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues at GP surgeries and ensure that appropriate provision can be made in relation to patients generated by new development. All new development will be required to make appropriate financial contributions towards services and infrastructure, including</p>

Issue Number	Issue raised through consultation	Officer Response
		<p>healthcare.</p> <p>The Co-operation for Sustainable Development Member Board, of which East Herts is part, has engaged with representatives from Princess Alexandra Hospital. Given the constraints associated with the existing site, the hospital Trust is keen to explore the possibility of relocating the facility to an alternative location. Discussions are currently at an early stage, and a preferred location in the Harlow area has not yet been identified. In addition, the Government will not be making a decision on whether to fund a new hospital until Autumn 2016. However, it is considered that the Gilston Area could provide a suitable location for a relocated hospital, and as such, the District Plan will include this possibility as an option to be further explored.</p>
8.04	<p>The A1184 does not have capacity to cope with extra traffic. Potential options include extending the A414 at Harlow to connect to the A120 thus diverting traffic away from Sawbridgeworth, a bypass around the town as proposed by Mark Prisk MP and others or a new M11 junction at Hatfield Heath. Traffic issues on the A1184 can be considered to be 'severe' in accordance with the NPPF. Proposed cycle paths are not sufficient to ameliorate this impact. People from new developments will need to commute elsewhere for work which again adds to traffic issues.</p> <p>Hertfordshire County Council suggests that the combined impact of traffic from the developments could lead to capacity issues on the A1184 at the Station Road / West Road junction, Brook Road junction and in particular long delays at the A1184 / High Wych Road junction, which will require further consideration. Large delays are also forecast at the Station Road /London Road junction. The section of the A1184 Cambridge Road on the northern boundary of Harlow (between Redricks Lane and Edinburgh Way) may also become over capacity due to the combined impact of development in north east Harlow and further to the north in Sawbridgeworth and Bishop's Stortford.</p> <p>Essex County Council also raise concerns regarding the</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the Preferred Options consultation, Essex County Council has undertaken transport modelling, known as VISUM, which covers the wider West Essex/East Herts area. The modelling assesses the impact of new housing on the strategic road network, including the A1184 through Sawbridgeworth. While this work is still ongoing, the modelling undertaken to date shows that the road network can cater for the proposed level of development, and that the impact of new development would not be 'severe'. In particular, the modelling demonstrates that the provision of a new Junction 7a on the M11 would ease existing pressure on the A1184.</p> <p>The District Plan includes policies that seek to encourage sustainable travel, including walking and cycling. This will also help mitigate the impact of new housing developments.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>



Issue Number	Issue raised through consultation	Officer Response
	impact of increased traffic on the existing crossing into Harlow.	
8.05	Development would have a negative impact on wildlife and the environment.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Neither of the proposed allocations would impact on County Wildlife Sites or Sites of Special Scientific Interest. Ecological surveys would be required at the planning application stage in order to assess the presence of wildlife on site and any mitigation measures that maybe required.</p>
8.06	West Road is too narrow for additional traffic and the junction with London Road is of particular concern. Putting traffic lights at this junction would make the situation worse. There needs to be clarification as to whether the proposals include a plan to widen West Road. Also concern regarding existing rat-running along West Road and beyond.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Concerns regarding the impact of additional traffic on West Road are recognised. It is the view of Officers that the amount of development proposed for the site to the south of West Road should be reduced, partly in response to these concerns. However, the transport modelling undertaken to date demonstrates that the impact of development in this location would not be 'severe' providing that mitigation measures, including signalisation of the West Road/A1184 junction, are delivered. The quantum of development to be provided in this location will be considered through the Settlement Appraisal for Sawbridgeworth which will be presented to Members in August.</p> <p>In addition, the site to the north of West Road would include provision of 20 additional off-road car parking spaces for Mandeville School, meaning that existing pressures will be reduced at peak times. Due to the nature of the road and the location of existing development, it is not possible to widen West Road.</p> <p>The District Plan includes policies that seek to encourage sustainable travel, including walking and cycling. This will also help mitigate the impact of new housing developments.</p>
8.07	There are already air quality issues in the town and additional development would exacerbate this.	<p><b>No amendment to Plan in response to this issue</b></p> <p>District Plan policy EQ4 prescribes how issues of air quality should be considered as part of specific development proposals.</p>
8.08	There would be additional strain on train services. The station is inadequate and trains are already overcrowded.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Discussions have taken place during the plan making process with the relevant Train Operating Companies and Network Rail and are ongoing. Hertfordshire County Council is currently in the process of updating its Rail Strategy which will also influence how train services can adapt to growing demand.</p>

Issue Number	Issue raised through consultation	Officer Response
		<p>The need for additional capacity on the Liverpool Street line has been highlighted through several mechanisms and the four-tracking of the line between the Tottenham Hale and Broxbourne areas has been included in Network Rail's recently published Anglia Route Study, March 2016. This currently anticipates potential commencement within Control Period 6 (i.e. between 2019-2024).</p>
8.09	<p>Development at this scale would impact negatively on the character of the town.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The design of new developments is an important consideration and this will be addressed by policy wording in the District Plan. However, It is not considered that the provision of a limited number of additional dwellings would have a significant impact on the character of Sawbridgeworth.</p>
8.10	<p>The population statistics show that there is not a need for 400 new homes in Sawbridgeworth by 2021.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF states that local planning authorities should seek to meet their objectively assessed housing needs. The Council, and neighbouring local authorities within the housing market area, previously commissioned independent consultants to undertake a Strategic Housing Market Assessment. This technical study, which is available to view on the Councils website, identifies that the housing need in East Herts is 745 dwellings up to 2033 (16,390 new homes in total).</p> <p>In order to help meet this challenging level of need, some development will be required in Sawbridgeworth, which is one of the more sustainable settlements in the District.</p>
8.11	<p>There is currently a clearly defined Green Belt boundary to the west of Sawbridgeworth; Sawbridgeworth Brook. This should not be breached. Green Belt should not be used for development.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has always sort to bring forward brownfield sites wherever possible. This includes the Goods Yard in Bishop's Stortford and the Mead Lane area in Hertford which are proposed for allocation within the District Plan. However, being a predominantly rural district, there are very few brownfield sites available. Therefore development on greenfield sites, including Green Belt, is required.</p> <p>The proposed allocation to the north of West Road does not go beyond the route of Sawbridgeworth Brook. However, it is not considered that the brook currently forms a strong Green Belt boundary - a stronger boundary can be created as part of the proposed development. It is considered by Officers that the number of dwellings proposed to the south of West Road should be reduced, partly in order to avoid development of the more sensitive areas of Green Belt.</p>

Issue Number	Issue raised through consultation	Officer Response
8.12	The land proposed for development is Grade 2 agricultural land which should not be used for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The majority of the land proposed for development in Sawbridgeworth is Grade 3 agricultural land, although much of the site to the south of West Road is Grade 2. The NPPF does encourage local planning authorities to avoid development of good quality agricultural land wherever possible. However, much of the agricultural land in East Hertfordshire is regarded as being of high quality. It would therefore not be possible for the District to meet its substantial level of housing need without some carefully planned development on higher quality land.</p>
8.13	Development to the north of Leventhorpe School would be more suitable for development, either side of the A1184.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Noted. Having undertaken further technical work following the Preferred Options consultation, it is the view of Officers that land to the north of Sawbridgeworth on the eastern side of the A1184, should be identified within the District Plan as an allocation.</p> <p>The quantum of development to be provided in this location will be considered through the Settlement Appraisal for Sawbridgeworth which will be presented to Members in August.</p>
8.14	Affordable housing should be for local people and that this principal should be included within policy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This District wide issue is not a matter of detail for a settlement specific chapter, and has been dealt with within the housing chapter.</p>
8.15	If there is a need for this level of development in the town then sites should be more dispersed to ease pressure on the road network.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Noted. It is the view of Officers that a site to the north of the town, east of the A1184, should be identified as an allocation within the District Plan, partly in response to local concern regarding traffic congestion.</p>
8.16	The proposed development area lies immediately under the flight path for Stansted where planes pass at 5,000 feet.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Sawbridgeworth lies outside the area of concern as defined by noise contour maps. The area is also outside flight safety zones. Recent changes to flightpath navigation systems have greatly reduced the area of land overflown during take-off and landing.</p>
8.17	Sawbridgeworth should cater for more than 456 dwellings.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Advice from Hertfordshire County Council indicates that provision of development beyond an approximate figure of 500 dwellings would require a bypass. In addition, development in other locations could lead to Green Belt concerns, and in a particular the issue of coalescence with</p>

Issue Number	Issue raised through consultation	Officer Response
		Harlow and High Wych.
8.18	Historic England welcomes reference to the historic nature of Sawbridgeworth and the need for new development to the west of the town to respect its character.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. The policy for the proposed allocation to the north will contain similar wording.</p>
8.19	HCC suggests that it would be helpful if Reedings Junior School was removed from the Green Belt in order to assist with any potential future expansion plans. The removal of the developed area of Leventhorpe from the Green Belt is welcomed.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Leventhorpe School buildings (but not the playing fields) are proposed for removal from the Green Belt as it is considered to be part of the built up area of the town. However, in general, the Council has not sought to remove school sites from Green Belt. The potential need to expand schools, such as Reedings Junior, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
8.20	The design of new housing should reflect the character of the town better than the recent Scholar's Walk development. In particular, the Plan should state that development should be built at a density which reflects that existing town. The current proposals do not do that.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Policy HOU2 states that proposals should demonstrate how the density of new development has been informed by the character of the local area and contributes to the design objectives of Policy DES3.</p>
8.21	The soil type in the area is clay which means that the use of SuDs would be unsuitable.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The design of SuDs can be adapted depending on the type of soil and bedrock in any given area. Overall, new development should reduce the risk of surface water and drainage flooding, rather than exacerbate it.</p>
8.22	The developer suggests that 500 dwellings is the trigger point for the requirement of a bypass. Is this the case?	<p><b>No amendment to Plan in response to this issue</b></p> <p>Hertfordshire County Council have identified that a bypass would be required following the provision of approximately 500 dwellings in Sawbridgeworth.</p>
8.23	The proposed development does not meet the demands of the Council's own SA in that it would not provide any sustainability benefits	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed developments in Sawbridgeworth would provide new housing to meet local needs without having a significant negative impact on the character of the town or the natural environment. In addition, development of the site to the north of West Road would provide land</p>

Issue Number	Issue raised through consultation	Officer Response
		which would facilitate the expansion of Mandeville Primary school by 1FE.
8.24	Reference to provision of green space is laughable given that the proposals will reduce that which already exists.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has always sort to bring forward brownfield sites wherever possible. This includes the Goods Yard in Bishop's Stortford and the Mead Lane area in Hertford which are proposed for allocation within the District Plan. However, being a predominantly rural district, there are very few brownfield sites available. Therefore development on greenfield sites, including Green Belt, is required.</p> <p>Where development does take place, the Council seeks the provision of new public open space wherever possible.</p>
8.25	The issue of water supply and sewage disposal should be investigated further.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has liaised with Thames Water throughout the plan making process. Thames Water has advised that Rye Meads STW has capacity to cater for all known growth in the wider sub-region up to, and beyond the end of plan period in 2033. In addition, the Council has also engaged with the relevant water providers and other utilities providers in order to ensure that the proposed level and location of growth can be provided for.</p>
8.26	A noise assessment which looks at the impact of 400 homes in this location should be undertaken.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is not considered that the provision of a limited amount of residential development would have any substantial impact in terms of noise issues.</p>
8.27	The impact on services and facilities should be assessed before development takes place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has worked closely with service providers, including Hertfordshire County Council, NHS England and utilities companies, throughout the plan making process in order to ensure that the level of growth proposed can be catered for.</p>
8.28	The development could be located in the Gilston Area (in addition to the development already identified) rather than Sawbridgeworth which would put less pressure on the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council must identify sufficient sites to provide for 16,390 new homes by 2033. As part of this, the Council must meet identified needs in the first 5 years, taking into account previous undersupply and the inclusion of a 20% buffer, brought forward from later in the plan period. Given the size and complexity of the Gilston Area, only a certain number of homes could be</p>

Issue Number	Issue raised through consultation	Officer Response
		<p>provided within the plan period, and it is highly unlikely that any development could take place within the first five years.</p> <p>Proposed allocations are therefore required elsewhere in the District in order to meet objectively assessed housing needs, both within the first five years of the plan period and beyond.</p>
8.29	Consideration should be given to potential development around Lower Sheering as this would also impact on the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The Co-operation for Sustainable Development Board, a group which comprises East Herts, Epping Forest, Uttlesford and Harlow Councils, was established in 2014 in order to discuss strategic cross boundary issues. While Epping Forest Council will not be publishing their draft Local Plan until Autumn 2016, they have advised this Council that it is very unlikely that any significant development will be proposed in the Lower Sheering area.</p>
8.30	Infrastructure should be delivered before or alongside new development not after it has taken place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is fully aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process. The District Plan should therefore seek to provide a suitable balance between conveying the requirement for infrastructure to be phased appropriately, without introducing unrealistic expectations about advance provision. Consequently, infrastructure delivery may not always be achieved prior to the commencement of development.</p> <p>An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.</p>
8.31	There would be a great deal of disruption during the construction phase which would impact on existing residents.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is noted that construction can cause disruption for local residents. However, when approving planning applications, the Council includes conditions in order to ensure that this disruption is kept to a minimum, including limiting work to certain times of day.</p>
8.32	An application for development in the West Road area was refused in January 2006 on the grounds of poor access. Nothing has changed since.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is unclear what planning application the representation is referring to. Details such as access would need to be addressed at the planning application stage. However, Hertfordshire County Council, as Highways Authority, have not objected to the principle of development in this location.</p>

Issue Number	Issue raised through consultation	Officer Response
8.33	A new town in a different location would be more appropriate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Supporting Document, which is available to view on the Councils website, did assess a number of potential locations for a new settlement in East Herts. However, these options were ruled out, either due to sustainability issues, or the fact that they would not be deliverable within the plan period.</p>
8.34	Development along West Road would pose a road safety danger to children given the proximity to schools.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While it is acknowledged that new development would increase traffic flows along West Road, the provision of 20 new off road parking spaces for Mandeville School would help to improve pedestrian safety in this location.</p> <p>In addition, the District Plan policies for the sites to the south and north of West Road will both include a requirement to provide an enhanced public footpath along West Road.</p>
8.35	Any development should include provision for specialist supported housing as well as affordable housing.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This District wide issue is not a matter of detail for a settlement specific chapter, and has been dealt with within the housing chapter.</p>
8.36	The plan is unsound as it has not considered all reasonable alternatives, particularly in terms of the exclusion of areas of search at an early stage via the Green Belt Review.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Site options have continued to be assessed in light of emerging evidence (including an updated Green Belt Review) and consultation responses to the Preferred Options version of the District Plan. As a result, it is the view of Officers that a site to the north of the town, east of the A1184, should be identified as an allocation within the District Plan. In addition, it is also the view of Officers that the number of homes to be delivered on the site to the south of West Road should be reduced.</p>
8.37	The proposals will reduce the buffer zones between towns and will not prevent urban sprawl.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A number of proposed sites in Sawbridgeworth have been ruled out during the assessment stage due to the potential to impact on strategic Green Belt gaps with nearby settlements, particularly Harlow and High Wych. The three sites that are proposed for allocation would not have a significant impact in this regard.</p>
8.38	Development should be directed to areas where there is a sufficient employment offer.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Sawbridgeworth is one of the larger settlements in the District, with a number of services and</p>



Issue Number	Issue raised through consultation	Officer Response
		facilities which provide local job opportunities, and is considered a sustainable location for some new development. Sawbridgeworth is also located in close proximity to larger settlements such as Bishop's Stortford and Harlow, including the Enterprise Zone.
8.39	Land at Thomas Rivers has been submitted as a suitable alternative to the draft proposals, the combined effect of which would lead to significant transport issues at West Road and the junction with the A1184. The Town Council wish to ensure that the Orchard and Wildlife site is protected and enhanced – this could be achieved by allowing some enabling development in this location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Concerns regarding the impact of additional traffic on West Road are recognised. Officers consider that the amount of development proposed for the site to the south of West Road should be reduced, partly in response to these concerns. However, the transport modelling undertaken to date demonstrates that the impact of development in this location would not be 'severe' providing that mitigation measures, including signalisation of the West Road/A1184 junction, are delivered.</p> <p>Development of land at Thomas Rivers Hospital has been ruled out during the site assessment process, largely due to the potential impact on the County Wildlife Site in that area, but also because development would further erode the strategic Green Belt gap between Sawbridgeworth and High Wych. Financial contributions from the proposed development sites could be used towards enhancing access to the Orchard and Wildlife site, however this would need to be addressed at the planning application stage.</p>
8.40	A safe cycle link should be provided from the development along West Road. The proposed development is located beyond the recommended distance from public transport links.	<p><b>No amendment to Plan in response to this issue</b></p> <p>District Plan policies for the sites to the south and north of West Road will both include a requirement to provide sustainable transport measures, including the encouragement of walking and cycling to the town centre and railway station.</p> <p>West Road is directly served by the 'SawboBus' service which provides transport to locations around the town. In addition, there are bus stops on the A1184 which provide services to areas including Bishop's Stortford and Harlow.</p>
8.41	The number of parking spaces to be provided should be explained.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan will include parking standards. Any development proposal will be required to adhere to these standards unless it can be clearly demonstrated why doing so would not be appropriate/feasible.</p>
8.42	The proposals will set a precedent for further development on adjoining land.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan seeks to allocate sufficient sites to meet housing needs up to 2033. No further development is proposed in Sawbridgeworth and other locations on the edge of the town will</p>

Issue Number	Issue raised through consultation	Officer Response
		remain within the Green Belt.
8.43	Will rear access for parking be provided for Brickwell Cottages in West Road to reduce existing parking issues?	<p><b>No amendment to Plan in response to this issue</b></p> <p>There are no such proposals.</p>
8.44	Will the Little Hadham bypass be completed to reduce pressure on roads through Sawbridgeworth?	<p><b>No amendment to Plan in response to this issue</b></p> <p>A planning application for the Little Hadham bypass has been submitted and it is anticipated that construction will be complete in 2019.</p>
8.45	There should be an enforced 20mph speed limit on West Road.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This is a matter for the Hertfordshire County Council as Highway Authority.</p>
8.46	The Esbies Estate is promoted for development as flooding issues have now been resolved.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Esbies site is considered to be unsuitable in Green Belt terms. Development would have a tangible effect on openness by obstructing the continuity of the riverside landscape. There would also be coalescence issues with Lower Sheering.</p>
8.47	Persimmon Homes suggests that further sites should be identified to provide development in Sawbridgeworth post 2021.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Site options have continued to be assessed in light of emerging evidence and consultation responses to the Preferred Options version of the District Plan. As a result, it is the view of Officers that a site to the north of the town, east of the A1184, should be identified as an allocation within the District Plan.</p> <p>Further development has been ruled out, largely in response to Hertfordshire County Councils advice that provision of development beyond an approximate figure of 500 dwellings would require a bypass. In addition, significant development in other locations could lead to Green Belt concerns, and in a particular the issue of coalescence with Harlow and High Wych.</p>
8.48	The revised Green Belt would have weak boundaries which would be artificially defined by field boundaries.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Through careful design and landscaping, the three proposed site allocations could provide similar or stronger Green Belt boundaries than currently exist. In particular, the Green Belt Review (2015) notes that the boundary to the north of the town, east of the A1184, is 'poorly defined along the</p>

Issue Number	Issue raised through consultation	Officer Response
		edge of unscreened development’.
8.49	Small scale development to the north of Sawbridgeworth has not been sufficiently considered through options appraisal. Only a development of around 2,800 dwellings has been considered, including land to the west which is clearly disproportionate to the scale of the town.	Noted. It is the view of Officers that a site to the north of the town, east of the A1184, should be identified as an allocation within the District Plan.. This area was noted in the Green Belt Review (2015) as having ‘high’ suitability as an area of search for development.
8.50	The Green Belt boundary should be revised in order to exclude the rear gardens at Bluebell Walk this land does not serve a clear Green Belt purpose.	<b>No amendment to Plan in response to this issue</b>  The Green Belt in this location plays an important role in helping to prevent the coalescence of Sawbridgeworth with High Wych. It is not considered necessary or appropriate to undertake a small scale review of the Green Belt in this location.
8.51	How will the widening of the pavements on West Road be achieved – by taking part of owners’ front gardens?	<b>No amendment to Plan in response to this issue</b>  It is not proposed to widen existing pavements. However, pavements can be extended, for instance along the southern side of West Road in order to serve the new development in that location.
8.52	Existing homeowners on West Road should be offered compensation if the proposed development goes ahead.	<b>No amendment to Plan in response to this issue</b>  Blight of property prices is not an issue which can be considered through the plan-making process.
8.53	It is misleading for the paragraph to refer to a need ‘to provide for the housing needs of Sawbridgeworth’. There is no guarantee that the houses would be bought by Sawbridgeworth residents.	<b>No amendment to Plan in response to this issue</b>  There is housing need emanating from Sawbridgeworth and the proposed level of development will help to address this. However, the District Plan has been prepared having had consideration to the most appropriate and sustainable strategy for the District as a whole.
8.54	People will continue to use their cars and will not use more sustainable transport alternatives.	<b>No amendment to Plan in response to this issue</b>  The District Plan as a whole seeks to encourage a modal shift away from car use by improving provision and access to sustainable modes of transport in accordance with Paragraph 29 of the NPPF.

Issue Number	Issue raised through consultation	Officer Response
8.55	If Green Belt is lost then a commensurate amount of new Green Belt should be designated in the Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF is clear that new Green Belt should only be proposed in exceptional circumstances, for instance where a new settlement or major urban extension is planned. In the case of limited growth in Sawbridgeworth, creation of new Green Belt could not be justified.</p>
8.56	HCC indicates that there may be mineral reserves which could be extracted for use on site during development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. This can be addressed through conditions as part of the planning application process.</p>
8.57	Thames Water has concerns about waste water services in relation to this site. Specifically, the sewerage network capacity in this area is unlikely to be able to support the demand anticipated. Site specific policies should require developers to demonstrate that there is adequate wastewater capacity both on and off site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The Council has consulted Thames Water throughout the plan making process and it is noted that further investigations are required in order to understand whether on site works are required in order to increase capacity of the network locally. However, this is highly unlikely to be a barrier to development. With regards to off-site capacity, Rye Meads STW has sufficient capacity to cater for all proposed growth in the wider sub region within the plan period.</p>
<b>Land North of West Road</b>		
8.58	The land proposed for development could be used for the expansion of both schools and the football club.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The site to the north of West Road will include provision for the expansion of Mandeville Primary School. There is already adequate space for Leventhorpe School to expand. The football club has not indicated to the Council that it wishes to expand.</p>
8.59	Support from Taylor Wimpey for this proposed allocation.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted</p>
8.60	Support from HCC with regards to proposals to provide land for the expansion of the primary school.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and welcomed.</p>
<b>Land South of West Road</b>		
8.61	Historic England suggests that the policy should require the development to protect and enhance the setting of listed buildings adjoining the site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and agreed. While it is the view of Officers that the amount of development in this location should be reduced, thereby limiting the potential for harm to the setting of listed buildings, a requirement will be included within the policy which reflects the representation.</p>

Issue Number	Issue raised through consultation	Officer Response
8.62	Barratt Homes supports the proposed site and has submitted further information in support of it. However Part II (j) of the policy should be amended to remove reference to community facilities as a development of this size would not require such facilities, and in any case, the site is well located to existing facilities. For the same reason Part II (k) of should not refer to the provision of neighbourhood shops.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and agreed in light of the view of Officers that the proposed level of housing in this location should be reduced.</p>
8.63	The proposals would impact on the play area on West Road.	<p><b>No amendment to Plan in response to this issue</b></p> <p>There are no proposals to remove or reduce the size of the play area.</p>
8.64	Consideration should be given to accessing the south of West Road site from Gilders.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed allocation does not adjoin the cul-de-sac on Gilders.</p>
8.65	It needs to be demonstrated how the emergency access for land to the south of West Road would be for emergency vehicles only. Further consideration should also be given to width of roads and visibility splays when accessing the site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>These detailed design issues would be addressed through the planning application process, rather than the District Plan.</p>
8.66	Herts and Middlesex Wildlife Trust suggest that opportunities to secure biodiversity enhancement should be taken including restoration or enhancement of the brook if appropriate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The policy for land to the south of West Road will include a requirement to preserve and enhance on site assets such as Sawbridgeworth brook.</p>
<b>Sports Pitch Provision</b>		
8.67	Sport England supports this policy in principle although there are concerns regarding deliverability given that the site was allocated in the 2007 Local Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>There is a need for further sports pitches in Sawbridgeworth and therefore this allocation has been carried over from the adopted Local Plan 2007. However, it is acknowledged that deliverability maybe an issue.</p>
8.68	Sports pitches should be provided on the proposed SAWB2 housing allocation rather than in this location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is unlikely that the topography of this site would enable the provision of sports pitches. Land to the north of Leventhorpe school is more suited to this proposed use.</p>

## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 9 – WARE: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

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WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 9 (Ware) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 9 (Ware) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for Ware at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 As there have been significant advances in the technical evidence available to support the development strategy, and changes in local and wider circumstance since the publication of the Preferred Options version of the Draft Plan, it is considered appropriate that each of the settlement chapters be rewritten to take these factors into account rather than presenting a 'track change' iteration of the previous version. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Settlement Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 In consequence, it is likewise not proposed that amendments are shown in the form of 'track changes' for the settlement chapters. Instead, a revised chapter, which incorporates any proposed necessary amendments to the Plan identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August, along with the relevant Settlement Appraisal.
- 2.4 It should be noted that, for Ware, there have been significant changes since the Preferred Options consultation in 2014.
- 2.5 Firstly, development of 14 homes as part of mixed use development has been completed at the former Co-op Depot, Star Street, which makes draft Policy WARE2 redundant.



- 2.6 Secondly, technical evidence in the form of transport modelling has become available which has demonstrated that, even with the implementation of mitigation measures, it will not be possible for Ware to accommodate the upper levels of growth in the range suggested for further testing in the Preferred Options consultation.
- 2.7 In addition to the production of the evidence base which has led to the need for a substantial reduction in the potential overall amount of development to be delivered in the area, it should be noted that considerable progress has been made in the level of supporting information available to the Council in respect of other aspects which would enable potential delivery of development in the area.
- 2.8 Therefore, taking the above into account, together with responses to the issues raised during the consultation and advice received during a meeting with a Planning Inspector in January 2016, it is the view of Officers that, while the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD would have needed to have been produced, the area to the North and East of Ware should now be included as a Site Allocation in the Plan, subject to Masterplanning. This would have the advantage of both involving public participation in the design process and reducing the lead-in time needed to facilitate delivery. As a consequence of this approach, the Green Belt boundary would need to be amended in this location through the District Plan.
- 2.9 It should be noted that the final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
- 2.10 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B' to this report, as a basis for informing a redrafted chapter on Ware in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Draft 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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Issue Number	Issue	Officer Response
<b>General</b>		
9.01	The level of immigration should be reduced in order to avoid a need to build houses on the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The main drivers of housing need in East Herts are natural change and internal migration. International migration is not a significant component of population growth in the District. Irrespective of this, current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the Strategic Housing Market Assessment (SHMA).</p>
9.02	The scale of proposed housing is disproportionate to the size of the existing town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Apart from the SLAA and former Co-op Depot sites, which would jointly deliver 32 homes (which is considered to be small in scale), the Preferred Options Consultation also proposed development to the North and East of Ware which was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.03	There is little awareness of the consultation in Ware. The local meeting was insufficiently advertised and delivery of the summary document was patchy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The consultation, including events, was widely publicised in the media and included delivery of a summary leaflet to every household in the district. While the Council is aware of some issues related to leaflet delivery, it is considered that best endeavours were made to ensure that the consultation was as widely publicised as possible.</p>
9.04	Factors such as control on immigration, greater political interest in preserving the Green Belt, and large scale housing on sites such as Heathrow Airport and Garden City at Ebbsfleet may well reduce housing need in future.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the SHMA.</p>
9.05	The Ware Society state that the plan needs to be based on more up to date population statistics as	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Preferred Options consultation was based on technical work undertaken by Edge Analytics in</p>

Issue Number	Issue	Officer Response
	things have changed significantly since the original plan was drawn up in 2010.	2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.
9.06	Brownfield land should be developed before the Green Belt.	<b>No amendment to Plan in response to this issue</b> The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.
9.07	Green Belt should not be used for development	<b>No amendment to Plan in response to this issue</b> The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.
9.09	There should be confirmation that development will not take place before the DPD is adopted.	<b>No amendment to Plan in response to this issue</b> While the WARE3 area was designated as a Broad Location in the Preferred Options consultation, a considerable amount of evidence is now in place which means that Officers now consider it more appropriate that the area be brought forward as a Strategic Allocation in the District Plan. The criteria of the policy will ensure that development will be phased appropriately, as part of the overall District Plan Strategy, and timescales for delivery are clearly set out.
9.10	Flooding issues caused by increased surface water run off need to be considered.	<b>No amendment to Plan in response to this issue</b> In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.
9.11	Information on the District Plan has not been adequately distributed to residents.	<b>No amendment to Plan in response to this issue</b> The consultation, including events, was widely publicised in the media and included delivery of a summary leaflet to every household in the district. While the Council is aware of some issues related to leaflet delivery, it is considered that best endeavours were made to ensure that the

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		consultation was as widely publicised as possible.
9.12	There should be a reason given as to why Ware has the highest proportion of development compared to other settlements.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The premise of the District Plan is to ensure that development takes place in the most sustainable locations and Ware is one of the highest performing settlements in the District in this respect, when taking into consideration access to services and facilities. However, it is acknowledged that a number of constraints exist in Ware which limit the capacity for future growth. In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.13	Why does the District Plan propose more housing in Ware than the identified housing need of 2,261 homes?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by a four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan will now be based. It should be noted that the SHMA does not seek to apportion dwelling targets to individual settlements, but rather identifies the level of need on a district-by-district basis. Proposed allocations emanating from this assessment have been made on the basis that provision should be balanced across the district where possible and delivered in the most sustainable locations.</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to</p>



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		<p>information provided by other service providers, means that Officers consider that the upper levels of development should be discounted.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.14	<p>English Heritage welcomes the references to maintaining the character of the town, however the Plan should include policies which seek to conserve and adapt the industrial archaeology of the town.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The importance of heritage assets is recognised in the Heritage Assets Chapter, which includes policies that would address both the need to conserve the town's historic features and to guide future development in such cases.</p>
9.15	<p>The District Plan focuses on the needs of the developers not the needs of the population of Ware. People of Ware should be able to decide the scale of development in Ware.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The Strategic Housing Market Assessment (SHMA) presents evidence on which the housing target contained in the draft District Plan will be based. The sieving process, which has underpinned the development of the District Plan, proposes that development occurs in the most sustainable locations. While the District Plan relies on land being made available for development by site promoters to enable housing delivery, the plan making process which the Council has followed has ensured that only the most sustainable locations have been brought forward through objective assessment.</p>
9.16	<p>There should be more involvement of the community with regards to planning. Planning processes should create more innovative neighbourhoods.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Development of the WARE3 site would be the subject of Masterplanning, which would involve public participation in the design process.</p>
9.17	<p>Ware Town Council and Ware Neighbourhood Plan Steering Group state that consideration needs to be made on the provision of cemeteries.</p>	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed. Proposed that additional criterion be included within the social infrastructure element of policy relating to development to the North and East of Ware.</p>
9.18	<p>Existing employment designations should be re-considered using up to date assessments.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council's latest technical evidence base for Ware, the Hertford and Ware Employment Study, June 2016, suggests that the Council seeks to stem the on-going loss of employment floorspace in Hertford and Ware and that existing employment areas should be retained for employment uses. However, due to the loss of some employment uses already experienced in the currently designated Widbury Hill Employment Area, Officers consider it appropriate that a revised boundary for this area be drawn on the accompanying Policies Map and that it be renamed Star Street Employment Area to reflect the location of the remaining businesses in this area.</p>
9.19	<p>Agricultural land should not be used for development as this land needs to be protected for food production.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The vast majority of agricultural land in the district is Grade 2 or 3 and is therefore of relatively high quality. The land to the North and East of Ware is categorised as being within either Agricultural</p>

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		Land Classification Grade 2 or 3, dependent on location. Taking into account a comparative assessment of the suitability of locations across 21 topics as part of the sieving process underpinning the Development Strategy, while it is acknowledged that some of the land proposed for development is currently in agricultural use, it was considered that, on balance, the location performed well overall and therefore would be suitable for inclusion in the Plan.
9.20	Development should not increase the risk of flooding.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.</p>
9.21	Is the proposed housing for local people or is it going to be used to relieve the pressure from London?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The main drivers of housing need in East Herts are natural change and internal migration. Current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the Strategic Housing Market Assessment (SHMA). While the District Plan therefore proposes delivering housing to meet those needs, there is nothing to preclude people who currently reside outside of East Herts choosing to locate in the district.</p>
<b>Introduction</b>		
9.22	Paragraph 9.1.2 should state that although green belt release will happen, it would be kept to a minimum, with historic parks and archaeological sites protected.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p> <p>In respect of historic parks and archaeological sites, while (as district-wide rather than site specific issues) their protection would be covered by policies in the Heritage Assets chapter, it is considered appropriate to draw attention to the need to protect wildlife sites 46/004 and 60/001 and the designated Historic Parks and Gardens at Fanhams Hall and Poles Park, Hanbury Manor within the policy.</p>
9.23	Providing housing without sufficient employment will turn Ware into a dormitory town	<p><b>No amendment to Plan in response to this issue</b></p> <p>East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail</p>

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		commuting into London. However, the SHMA has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes and jobs over the Plan period.
9.24	The plan needs to consider provision of a greater number of bungalows.	<b>No amendment to Plan in response to this issue</b> The need for a mix of accommodation types across the District is acknowledged and the Housing Chapter includes policies to address this.
9.25	A definition of affordable housing is required.	<b>No amendment to Plan in response to this issue</b> Affordable housing is defined within the NPPF.
9.26	New housing needs to contain more internal space and larger gardens.	<b>No amendment to Plan in response to this issue</b> As district-wide, rather than settlement specific, issues these would be covered by policies in the Design and Landscape chapter, notably Policy DES3.
9.27	There should be additional provision for Council housing.	<b>No amendment to Plan in response to this issue</b> The need for a mix of accommodation types across the District is acknowledged and the Housing Chapter includes policies to address this. What was formerly known as 'Council housing', is now classed as affordable housing, where specific policies at the district-wide level apply. However, it should be noted that Policy WARE3 specifically details the need for the provision of affordable housing as part of that development.
9.28	Question the need for additional schools when the school at the top of New Road has remained closed and undeveloped.	<b>No amendment to Plan in response to this issue</b> While Musley School in Ware closed in 2003, this was largely due to its size and operational requirements. Since the Preferred Options consultation, St Catherine's school has expanded to two forms of entry to meet demand for school places in the town. Therefore, further school places will be required to meet demand generated by additional development.
9.29	The Summary document refers to a need for new secondary and primary schools whereas this paragraph only refers to the 'potential' construction of schools.	<b>No amendment to Plan in response to this issue</b> The Summary document referred to the need for the development to consider the need for new schools, which is a similar, if differently phrased, expression of the potential need for new schools. As the development strategy proposed in the Preferred Options consultation for Ware could have fallen within a range of 232 dwellings and 3,032 dwellings, the need for additional school places would vary considerably depending on the final level decided. While 232 dwellings, or a figure towards the lower end of the scale, might only require expansion of existing facilities, larger numbers would be likely to generate the need for standalone new school provision. Whereas secondary school provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area, primary education needs would be met locally. The Council has, and will continue to, work with HCC (as the Local Authority with responsibility for education in Hertfordshire) to ensure that the educational needs of current and future residents can

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		be met throughout the plan period.
9.30	Question whether extending schools would involve building on playing fields as school children should take healthy exercise and there is already a shortage of club and youth amenities in Ware.	<p><b>No amendment to Plan in response to this issue</b></p> <p>HCC is the Local Authority with responsibility for education in Hertfordshire and would be responsible for ensuring that mitigation can take place where development involving existing playing fields occurs. Such mitigation may take the form of a Multi Use Games Area (MUGA), improvements to remaining sports pitches, or the use of a detached playing field. HCC works with Sports England to ensure that there are no objections to proposals for schools expansions. Also, community use agreements can result, which enables new and existing facilities on school sites becoming accessible to the local community outside of school hours.</p>
9.31	HCC Property seeks the removal of the Priors Wood Primary school site from the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Priors Wood School Primary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.32	HCC Property seeks the removal of the Sacred Heart Catholic Primary school site from the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Sacred Heart Catholic Primary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.33	HCC Property seeks the removal of the Presdales secondary school site from the Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Presdales secondary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.34	There used to be two mixed secondary schools in Ware, one has had housing built on it.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The former Trinity secondary school closed in 1983 when it was amalgamated with Fanshawe school to create the Chauncy school, with capacity to better serve pupils on a single site, and which has since involved considerable expansion. Secondary provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area.</p>
9.35	Upgrades to bus services are required, travel to Lister is needed.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Most buses in Hertfordshire are run commercially by bus companies. HCC subsidises around 11% of services to fill some of the gaps in the commercial network. Any large-scale development in the area would be expected to contribute to bus provision and it would be for HCC, as Transport Authority, to determine how best such provision should be made via the planning application</p>

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		process.
9.36	Thames Water suggest change of wording to read that a new sewer will be 'required' instead of 'constructed'. This new sewer is not currently on Thames Water's business plan. If development occurs, developers would be expected to construct sewer or requisition it.	<b>Proposed amendment to Plan in response to this issue</b> Agreed that suggested amended wording would provide greater clarity.
9.37	Businesses to the north of the high street should be persuaded to move elsewhere so this area can be released for retail and housing.	<b>No amendment to Plan in response to this issue</b> The district relies on the presence of small and medium enterprises to provide local services to residents and employment opportunities. The existing businesses are provided in a sustainable location and serve a useful function in the town. Furthermore, these sites have not been suggested for redevelopment through the SLAA process and thus cannot be considered available.
9.38	The Canal and River Trust supports the enhancement of river frontages including improved access. The Trust may seek contributions to enhance towpaths or cover increased maintenance costs if increased public usage is likely. This should be adequately covered by Planning Obligations policies.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed. Policy DEL2 would apply in respect of Planning obligations.
9.39	This chapter should develop policies for conservation and adaptation of the industrial archaeology. Specific design policies should relate to scale and height of new buildings.	<b>No amendment to Plan in response to this issue</b> The importance of heritage assets is recognised in the Heritage Assets Chapter, which includes policies that would address both the need to conserve the town's historic features and to guide future development in such cases. Policy DES3 'Design of Development' would also apply in respect of scale and height of new buildings.
9.40	Moles Farm would be a suitable location for a new water tower.	<b>No amendment to Plan in response to this issue</b> The District Plan is a strategic document which seeks to allocate sites for development. The detail of any proposed development would be agreed through the planning application process.
9.41	Ware only has one major employer so the town's eggs are all in one basket when it comes to employment and opportunity and this is already a very dangerous social situation. Shops and businesses have been closing in the town in recent times. The local economy cannot support and sustain more businesses, especially out in the middle of nowhere.	<b>No amendment to Plan in response to this issue</b> East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. However, the SHMA has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes and jobs over the Plan period. Policies in the Economic Development chapter would apply in respect of suitability of provision, where not covered by site specific policies in the Plan. The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and

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		RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas. For development proposed to the North and East of Ware, it is intended that the development would involve a local retail presence that would serve the locality without compromising the role of Ware Town Centre.
9.41a	Site promoter suggests that every Ware policy should include a locational plan in terms of: Type of housing, affordable housing allocation, new infrastructure provided, highways mitigation, sustainable transport measures, landscaping, social infrastructure provided, green space allocated and planning obligations.	<b>No amendment to Plan in response to this issue</b> Each of the proposed site allocations in the Plan feature a location plan. The related policies include criteria that detail specific requirements in respect of the level of infrastructure, etc, required on a site specific basis. As the Officer view is that land to the North and East of Ware should now be proposed as a site allocation, greater clarity in respect of location and boundaries of development will be provided in the Plan going forward.
9.41b	Request for Trapstyle Wood off Park Road, Land Registry HD 293923 to be released from the Green Belt. This site will not affect the open countryside/green belt as there are already barriers in place (A10 bypass).	<b>No amendment to Plan in response to this issue</b> This site has previously been submitted to the Council as part of the Call for Sites process, and is currently being assessed through a technical document known as the Strategic Land Availability Assessment (SLAA). The role of the SLAA is to provide a high level strategic assessment of all sites in order to determine whether they are likely to be considered developable within the plan period. Work on the SLAA is currently ongoing and the final document will be presented to Members in August. While acknowledging that the SLAA is not yet complete, Officers do not consider that the site should be identified as an allocation within the District Plan because, while the site is within the area bounded by the A10, it is within the Green Belt and much of the site is subject to a Tree Preservation Order. Furthermore, while it could be perceived as being well related to existing development, the site provides valuable green infrastructure and acts as an amenity buffer between the A10 and existing residential development. As such the site is not considered to be suitable for development or inclusion in the District Plan.
9.41c	Ware Society states that there should be no development to the East of the town because of highways/congestion related issues.	Since the Preferred Options consultation took place, detailed Paramics transport modelling work has been undertaken by the site promoters in order to provide evidence to understand the potential impact of development, both on the strategic and local highway networks, and any mitigation measures that may be required. The model has considered various development scale scenarios and potential mitigation measures that could be provided for each, dependent on the level of development. This work has been assessed by HCC, as Highway Authority. While development to the North and East of Ware is likely to have an impact, both in terms of trip generation locally in the town and also wider, e.g. in respect of the A10, A602 and A414, following consideration of the mitigation proposals (including, inter alia, a new link road and sustainable transport measures such as new bus route provision), the Council now has an agreed position with HCC in respect of the number of dwellings that could be brought forward to the north and east of the town in the plan period.

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		The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
<b>Development in Ware</b>		
9.42	Site promoter has suggested that Ware has other green belt urban edges which are capable of being allocated and developed independently of further testing of the north/east Ware broad location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While all sites submitted through the SLAA process will be subject to objective assessment, it should be noted, firstly, that certain areas have already been excluded through the sieving process, and, secondly, that the Council has to consider the cumulative effects of development for the town as a whole, especially in respect of traffic generation and educational requirements.</p>
9.43	Site promoter states that the policy WARE1 requires greater clarity regarding the amount of housing to be delivered in this area and suggests that Part II of the policy should be amended to say 'up to 3,000 homes will be provided.....'	<p><b>No amendment to Plan in response to this issue</b></p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.44	HCC advises that the traffic generated by 32 new homes within Ware would not cause any particular issues that could not be addressed through the planning application process. With regard to development north and east of Ware, detailed transport modelling is required to understand the impact on the existing urban area of Ware and the wider highway network.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Comments noted in respect of the 32 dwellings proposed within Ware.</p> <p>In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. It should be noted that development to the North and East of Ware is likely to have an impact both in terms of trip generation locally in the town and also wider, particularly in respect of the A10, A602 and A414. This modelling, which has considered various development scale scenarios, has been assessed by HCC as Highway Authority.</p> <p>The constraints of A414 are well known, and the Council will therefore continue to work with HCC,</p>



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		<p>which has already carried out a Hertford A414 specific study, to seek to identify measures to mitigate congestion as part of ensuring that the highway network can operate effectively with the additional development proposed in the Plan.</p> <p>HCC is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes, and East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through a Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.45	Have the premises above the shops on the High Street, Baldock Street and Amwell End been considered for the provision of flats?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Ware chapter of the District Plan is primarily concerned with strategic scale allocations; however, provision of residential units via the conversion of premises above shops may be possible without specific policy provision through the provisions of Class O, Part 3 of the General Permitted Development Order 2015, as amended.</p>
9.46	Why was development to the south east and south west of Ware ruled out?	<p><b>No amendment to Plan in response to this issue</b></p> <p>Both of these areas were assessed during the options testing phase. For land to the south west of Ware, while the area scored well against a number of criteria, it was considered that development in this location would cause significant harm to the strategic gaps that currently exist between Ware and its neighbouring settlements, in particular Hertford, Hertford Heath, Great Amwell and Hoddesdon. It is also likely that development would cause significant harm to designated wildlife sites and Post Wood which is designated as Ancient Woodland.</p> <p>The assessment of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.</p>
9.47	Site promoter has stated that it seems only reasonable that the Plan should include some greenfield development over and above windfalls within the urban area, both to provide people with some choice and more adequately reflect the position of Ware in the settlement hierarchy and give balance to the housing allocations. The sites 05/004 (3.5h) south of Fanhams Hall Road and 05/003 (9h) land bound by the A10T and A1170 known as the 'Nuns Triangle', for 80 dwellings and 200 dwellings, respectively, should form	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is considered that piecemeal development would not benefit the town and that the area should be planned as a coherent whole through the Masterplanning process. The resultant phasing of the overall scheme could result in some areas coming forward ahead of others, but this must be decided in the context of the comprehensive planning of the overall site.</p> <p>In respect of the Nun's Triangle element, this area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has</p>

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	allocations in the Plan.	been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate by Officers. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers' opinion is that this area should not form part of the proposed Site Allocation for the area to the North and East of Ware.
9.47a	Site promoter objects to clause II in Policy WARE1. This should be amended to include specific identification of a strategic allocation including an indicated housing provision for the balance of the broad location site.	<b>Proposed amendment to Plan in response to this issue</b> Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation in the Plan. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.48	Support from Ware Town Council and Ware Neighbourhood Plan Steering Group for excluding development south west and south east of Ware.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed.
9.49	Land at 4 Francis Road, Ware should be included within the District Plan.	<b>No amendment to Plan in response to this issue</b> The Ware chapter of the District Plan is primarily concerned with strategic scale allocations; however, as the site is within the urban area, it could be brought forward through the submission of a planning application. In this respect, it is noted that an application (3/16/0430/FUL) for the erection of 10 dwellings was submitted in February 2016, but was subsequently withdrawn.
9.50	Fairview New Homes objects to the reliance on large Broad Locations in the Green Belt which cannot be delivered until late in the plan period. They object to the Green Belt assessment which only sought to find large scale Green Belt releases. They consider that land next to Crane Mead employment area could be released from Green Belt and used for housing.	<b>No amendment to Plan in response to this issue</b> Having tested the strategic options for development through the sustainability appraisal, it is considered that larger strategic sites can deliver greater benefits for the community in terms of provision of infrastructure and services and facilities. While not all of these larger allocations may deliver housing until the latter part of the plan period, the District Plan allocates sufficient land to ensure that the Council can demonstrate a 5 year supply of deliverable sites for the period 2017 – 2022 and provides a trajectory to ensure that the objectively assessed need of the district can be met over the Plan period. In respect of the land adjacent to Crane Mead, the Sieve 2 assessment in respect of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.

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		In respect of this specific site, while all sites submitted through the SLAA process will be subject to objective assessment, it should be noted that the majority of it lies within a Wildlife site designation and that, in respect of a previous submission of the site, the Inspector to the 2007 adopted Local Plan stated that the site "To me, it fulfils the function of restricting sprawl of a large built up area, assists in safeguarding the countryside from encroachment and, as part of the river landscape, enhances the setting of the town".
9.50a	The Ware Society states that infrastructure provision is already stretched. Doctors and dentists in East Herts and Ware are full and additionally there are also long waits for hospitals.	The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. The scale of development to the North and East of Ware should be sufficient to provide the critical mass needed to ensure the provision of, and/or contributions to, healthcare
<b>Former Co-op Deport, Star Street</b>		
9.51	Support for redevelopment of this site (Co-op Site, Star Street).	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed. Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
9.52	The Environment Agency indicates that the site is within Flood Zone 2 and so should be subject to a Level 2 SFRA.	<b>No amendment to Plan in response to this issue</b> Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
9.53	Support from English Heritage for retaining the existing façade at the site. Character and appearance of the conservation area should be protected.	<b>No amendment to Plan in response to this issue</b> Support noted and welcomed. Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
<b>North and East of Ware</b>		
9.54	A development of 3,000 dwellings would be more appropriate as a new town/settlement elsewhere in the District.	<b>No amendment to Plan in response to this issue</b> Various options for the potential location of a new settlement within the District were tested in the early stages of plan preparation. However it is considered that, beyond the proposed level of development at Gilston, a new settlement would need to be substantially larger than 3,000 dwellings in order to provide the critical mass needed to deliver all of the necessary infrastructure that would be required to create a community that does not rely on services and facilities elsewhere.

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9.55	Some of the roads into Ware town centre from the new development should be made into one way roads.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Detailed Paramics transport modelling has been undertaken in order to understand the potential impact of development to the North and East of Ware and to investigate mitigation measures to ensure that the road network can operate in the most efficient manner throughout the town. Any refinements to the existing network would be brought forward as part of a future planning application in conjunction with HCC, as Highway Authority.</p>
9.56	Ware Town Council, and Ware Neighbourhood Plan Steering Group and others consider that development towards the higher end of the 200 – 3,000 scale would have a hugely adverse impact on the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council would only support a level of housing in this location where it is satisfied that the services and infrastructure provided would successfully mitigate the impact of such development and would allow for successful integration with the town. Furthermore, dependent on the scale of the final number of dwellings delivered, the new development would have the scope to bring a range of additional facilities and services (e.g. school/s, health, etc) which would enhance provision in the town.</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.57	Ware Town Council and Ware Neighbourhood Plan Steering Group state that while the development would be located in Wareside Parish, it is Ware which would be impacted the most. The boundary issue would need to be resolved.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Boundary issues are beyond the remit of the District Plan and would be a matter for consideration through the Boundary Commission at a later date.</p>
9.58	The setting of Fanhams Hall would suffer as a result of the proposals (development and link road).	<p><b>No amendment to Plan in response to this issue</b></p> <p>The boundary of the development site will need to acknowledge that Fanhams Hall, and its designated Historic Park or Garden, plays an important role in defining the character of that local area. Proposals would need to demonstrate that any potential impact on the setting of the Hall and its estate can be mitigated through the provision of a suitable buffer and careful design.</p>
9.59	Ware Town Council and Ware Neighbourhood Plan Steering Group state that it is vital that the way in which the first 200 homes are built should not prevent the provision of the relief road which is vital. The route	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed phasing of the scheme would ensure that infrastructure is delivered at appropriate times in the development process through the comprehensive planning of the overall site. This would ensure that no one part of the development would stymie the ability of other aspects to be</p>

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	of the road should therefore be agreed before any development takes place.	delivered.
9.60	Ware Town Council, and Ware Neighbourhood Plan Steering Group and others suggest that traffic control/calming measures would be needed on the High Street and that there would be additional pressure on other roads due to the development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Detailed Paramics transport modelling has been undertaken in order to understand the potential impact of development to the North and East of Ware and to investigate mitigation measures to ensure that the road network can operate in the most efficient manner throughout the town. Any refinements to the existing network would be brought forward as part of a future planning application/s in conjunction with HCC, as Highway Authority.</p>
9.61	Ware Town Council and Ware Neighbourhood Plan Steering Group state that the provision of large scale car parks in the centre of Ware would be detrimental to the town's historic character and that a Park and Ride facility should be provided.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Plan proposes no new additional town centre car parks, but that sustainable transport measures should be introduced to encourage modal shift. The potential for provision of a Park and Ride facility was examined through the Hertford and Ware Urban Transport Plan in 2010 to serve both Ware and Hertford, as a scheme serving either town individually would be most unlikely to be viable (based on experience elsewhere in the country). Bringing forward such a scheme would require appropriate associated bus priority (including High Occupancy Vehicle lanes on the A414) and area wide parking strategy and a location to act as a hub between the two towns would need to be identified.</p> <p>As this would involve such high level transport planning it is considered that such a measure is beyond the scope of the District Plan and is more appropriately considered through HCC's 'Hertfordshire 2050 Transport Vision', which is considering strategic schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.62	Ware Town Council and Ware Neighbourhood Plan Steering Group raise concerns that the proposals will lead to an increase in surface water runoff.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.</p>
9.63	The site promoters and others object to Criterion I of WARE3 and consider that the policy is too imprecise in terms of dwelling yield, due to the large variance in the range, and also that an amount of housing should be delivered in this area prior to 2021.	<p><b>Proposed amendment to Plan in response to part of this issue</b></p> <p>Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation in the Plan. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>

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9.64	Green belt land should not be compromised by this development as countryside areas need to be safeguarded. The Plan does propose to alter Green Belt boundaries in the location of the Broad Locations. This is contrary to the NPPF which requires that such changes are made through a Local Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of ‘Guiding Principles’ one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council’s past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs. However, it should be noted that, instead of the Preferred Options approach, which included it as a Broad Location, it is now proposed that the development of land to the North and East of Ware be brought forward as a Site Allocation, with its Green Belt Boundaries clearly defined.</p>
9.65	Revised Green Belt boundaries should be permanent in the long term. The Broad Locations will only provide for development up to 2025 at the latest.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation, with its Green Belt Boundaries clearly defined. The site is intended to provide housing up to the end of the Plan period and, potentially, beyond. The Green Belt boundary will be established to take this longer term growth into account to ensure that Green Belt boundaries will not need to be reviewed again at the end of the Plan period, which is in accordance with the NPPF.</p>
9.66	It will be difficult to improve access to the town centre by cycling and walking due to the narrow nature of the roads in that part of Ware. In addition, the proposed site is too far from the centre of the town for people to walk to it.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is noted that the historic nature of the town centre presents a challenge in respect of providing additional cycling and pedestrian links to the town centre. However the scale of development to the North and East of Ware presents an opportunity to design a development that encourages the use of such links and also creates new routes within the site, such as a direct footpath and cycleway from the High Oak Road area to Wodson Park and the A1170, for which provision is included in Policy WARE3.</p>
9.67	Many of the walkways and paths are not walkable (Wadesmill Road) as they are in poor condition or too narrow. This will restrict the ability of people to walk from the new development to the town centre.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the maintenance of existing footways is a matter for Hertfordshire Highways and lies outside the scope of the District Plan, it is considered that they are still able to provide the ability for residents of the new development to utilise them. The scale of development to the North and East of Ware also presents an opportunity to design a development that creates new routes within the site, such as a direct footpath and cycleway from the High Oak Road area to Wodson Park and the A1170, for which provision is included in Policy WARE3.</p>
9.68	The railway service and access to the station needs to be improved to cope with the demands arising from new development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the ability to directly affect service provision is beyond the scope of the Plan, discussions have taken place during the plan making process with the relevant Train Operating Companies</p>

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		<p>and Network Rail and are ongoing. Furthermore, when consultations regarding rail services affecting the district take place, the Council actively responds seeking to achieve improved service provision.</p> <p>Hertfordshire County Council is also currently in the process of updating its Rail Strategy, which will also influence how train services can adapt to growing demand.</p> <p>In respect of access to the station, WARE3 proposals would include sustainable transport measures, and it is considered essential that this would include bus provision to the station in order to mitigate the number of car-borne trips.</p>
9.69	Ancient trees, woodland and wildlife in the area of the Broad Location should be protected. Tree planting schemes should also be implemented.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The importance of these features is recognised and would be taken into account both through Policy WARE3 criteria II. (e) and (o), as well as through other district-wide policies in the Plan.</p>
9.70	Water supply and sewage are already at breaking point in Ware.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The relevant service providers have been invited to comment and been involved throughout the plan making process, where their input has been taken into account and will help shape the final policy in respect of this location. In particular, in criterion II. (g), the issue of water supply and acceptable water pressure is included, and criterion (f) would require the provision of a new sewer for larger scale development.</p>
9.71	The Broad Location should be a self-contained development as far as possible with its own services and facilities in order to reduce pressure on Ware. Provision for employment should also be made (industrial development as well as retail outlets).	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is the view of Officers that the development to the North and East of Ware would be of a sufficient size to ensure provision of new services and facilities including school/s, local retail and employment opportunities within the site, as appropriate to the scale of development. While these would ensure that motorised trips from the area would be reduced, it is important that the new development should not be viewed as a single entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion.</p>
9.72	A narrow strip of Green Belt should be maintained to the north of the Broad Location in order to prevent further sprawl in future.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The issue of the need to avoid coalescence with neighbouring settlements is important and this will be reflected in the approach to Green Belt boundary revision.</p>
9.73	The Broad Location should be served by new bus services.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This issue is addressed by criterion II. (k) of the policy.</p>
9.74	Utilities companies should be consulted with regard to future development in this area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Utility companies have been involved and invited to comment throughout the plan making process and would be further involved through the future planning application process.</p>
9.75	Building 3,000 homes would be excessive, how can you propose nearly doubling the population of Ware. Is it not possible to build several smaller developments?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The premise of the District Plan is to ensure that development takes place in the most</p>



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		<p>sustainable locations and Ware is one of the highest performing settlements in the District in this respect, when taking into consideration access to services and facilities. However, it is acknowledged that a number of constraints exist in Ware which limit the capacity for future growth. In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.76	The interchange between the A10 and the A1170 does not have sufficient capacity to meet the needs of additional development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. A specific Paramics transport model has already been developed in respect of this development which will aid HCC's consideration of this matter.</p>
9.77	The link road suggested would not relieve the congestion coming into the town. Would this link road affect the countryside further? An ideal solution would be to build a link road between the A10 North and the A414 (between Ware and Harlow).	<p><b>No amendment to Plan in response to this issue</b></p> <p>The link road, which would be delivered as part of the development of the site, would be proposed to mitigate traffic movements at the local level. It would be intended to run through, rather than round, the site and would thus not impact further on the countryside. In respect of more strategic route issues, HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.78	Wodson Park sports centre state that development will create increased traffic on Wadesmill Road. Children using the Wodson Park play area would be at even greater danger when crossing this road.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. This would encompass walking routes in addition to traffic movements and appropriate mitigation measures would be sought. However, while the policy requires the provision of sustainable transport measures, it is considered that the policy could be strengthened by the addition of wording to</p>

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		ensure that improvements to the existing walking and cycling provision in the locality are also provided.
9.79	The A414 particularly between Welwyn Garden City, Hertford and Ware will not cope with the level of development proposed.	<b>No amendment to Plan in response to this issue</b> The constraints of this route are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
9.80	A10 junction into Ware from the north needs to be redesigned as it is dangerous and further development will make this a greater hazard.	<b>No amendment to Plan in response to this issue</b> Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. A specific Paramics transport model has already been developed in respect of this development which will further aid HCC's consideration of this matter.
9.81	Development to the north and east of Ware would destroy valuable, high grade agricultural and farm land.	<b>No amendment to Plan in response to this issue</b> The vast majority of agricultural land in the District is Grade 2 or 3 and is therefore relatively high quality. The land to the North and East of Ware is categorised either within Agricultural Land Classification Grade Two or Three, dependent on location. Taking into account a comparative assessment of the suitability of locations across 21 topics as part of the sieving process underpinning the Development Strategy, while acknowledging that some of the land proposed for development is currently in agricultural use, it was considered that, on balance, the location performed well overall and therefore would be suitable for inclusion in the Plan.
9.82	Proposals will lead to increased traffic congestion in the town and the surrounding areas e.g. Hertford.	<b>No amendment to Plan in response to this issue</b> Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. The constraints of the A414 through Hertford are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
9.83	Population growth caused by this development is going to lead to more people visiting the town centre and	<b>No amendment to Plan in response to this issue</b> The District Plan proposes no new town centre car parks, and encourages the introduction of

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	there is a lack of sufficient car parks to cope with demand.	sustainable transport measures to encourage modal shift away from car borne journeys where possible. However, it should be noted that the Council is, separate to the District Plan process, also undertaking a parking study for Ware to, inter alia, better understand the needs of the town in relation to the potential need for additional public parking provision.
9.84	There are not enough GP/dentist surgeries in Ware to deal with the suggested development.	<b>No amendment to Plan in response to this issue</b> The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. The scale of development to the North and East of Ware should be sufficient to provide the critical mass needed to ensure the provision of, and/or contributions to, healthcare.
9.85	Development will cause an increase in air and noise pollution.	<b>No amendment to Plan in response to this issue</b> The Plan seeks to mitigate the effects of development through development in sustainable locations. Specifically, the application of policies contained in the district-wide topic chapters, in particular Environmental Quality, will ensure that the potential for increased pollution is minimised.
9.86	Increase in traffic caused by this development will become a hazard to children walking to school.	<b>Proposed amendment to Plan in response to this issue</b> Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. This would encompass walking routes in addition to traffic movements and appropriate mitigation measures would be sought. Furthermore, HCC's Safe and Sustainable Journeys in Schools team work with schools, countywide, to encourage children and young people and their parents and carers to travel to school using active and sustainable modes.
9.87	Linking the road systems in this way would hugely increase traffic in the Widbury Hill area, the town centre and other parts of the town.	<b>No amendment to Plan in response to this issue</b> One of the aims of the link road would be to reduce the amount of additional traffic that would otherwise need to use the town's existing road network. It would provide an alternative route to the A10 to the north of Ware, which would help mitigate the number of trips in the town centre.
9.87a	If there is a link road constructed this should start at Waterplace Farm.	<b>No amendment to Plan in response to this issue</b> As Waterplace Farm is located a significant distance away from the proposed development, not only would it involve additional journey time which would have a greater environmental impact, it would also mean a greater incursion into the Green Belt and countryside. It is therefore not considered likely to be an appropriate access point.
9.88	The 'Nun's Triangle' to the north of the town bound by the A10, Wadesmill Rd and Quincy Rd should be protected.	<b>No amendment to Plan in response to this issue</b> This area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed

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		<p>badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that Officers consider that the upper level of development is no longer appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers do not consider that this area should form part of the Site Allocation (instead of the Preferred Options approach, which included it as a Broad Location) for the area to the North and East of Ware.</p>
9.89	This development will have a direct impact on nearby hospitals (Princess Alexandra, Lister and QE2). There is a lack of access to these A & E departments.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. Contributions would be expected to be provided towards the provision of healthcare.</p>
9.90	The schools in Ware are already over-subscribed. One more secondary school will not be enough to support the level of development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include provision for new primary schools and a new secondary school which would help to address existing shortfalls in education capacity while also meeting the needs arising from the new development. Secondary provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area.</p>
9.91	The proposal for 200 – 3,000 dwellings north and east of Ware is too vague. The scale of development proposed at 3,000 would destroy the historic character and sense of community of the town.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings.</p> <p>Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p>

Issue Number	Issue	Officer Response
		The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.91a	According to the Office of National Statistics, the average household size in England is 2.4 and thus building 3000 dwellings would actually equate to a 38% growth, bringing the population of Ware to 25,200.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.92	There needs to be a more detailed description of the route that the link road would take to enable residents to comment. This link road should be built and be functional before the development is built.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Detailed design issues, including the precise route that a link road would take, will be addressed through Masterplanning and the planning application process, which would involve public participation in the design process.</p>
9.93	Development in this area would have a significant impact on the Ash Valley.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While there will be some impact on the area, it is considered that sensitive planning of the development, especially in relation to boundary treatment, through Masterplanning and the planning application process would help mitigate the effects.</p>
9.94	The Plan should include reference to population statistics that justify the amount of houses required, not just the need to provide 2,261 new homes in Ware.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.</p>
9.95	Site promoters consider that in order to meet likely housing needs, this broad location will need to accommodate the higher level of housing envisaged.	<p><b>No amendment to Plan in response to this issue</b></p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local</p>

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		and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.96	Important green spaces such as the Fireworks field, the Round House, the football club and Fanhams Hall and grounds should be retained as part of development proposals.	<b>No amendment to Plan in response to this issue</b> While it is likely that the field, which is used only once a year for the fireworks display, would be developed either all or in part, the Round House, the football club, and Fanhams Hall and grounds lie outside the development area currently proposed by site promoters and would thus not be brought forward for development.
9.97	A site promoter suggests that it would be prudent to plan for 3,000 homes in order that provision can also be made for infrastructure and employment and retail space.	<b>No amendment to Plan in response to this issue</b> In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.97a	The site promoter states that paragraph 9.2.10 is somewhat ambiguous. It is not reasonable or realistic to leave 'the testing of feasibility' and 'the setting of parameters' to a subsequent DPD. Doing so would lead to uncertainty for the public and landowners and runs the risk of delaying decision making.	<b>No amendment to Plan in response to this issue</b> While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.97b	The site promoter states that the text of 9.2.7 acknowledges that there is a non-strategic scale of development between 200 and 3,000, which would not require new access and highways infrastructure. Two such sites have been identified which it is contended could be allocated in this plan and come forward either as one offs or as the precursors or early phased development of the larger broad location.	<b>No amendment to Plan in response to this issue</b> It is considered that piecemeal development would not benefit the town and that the area should be planned as a coherent whole through the Masterplanning process. The resultant phasing of the overall scheme could result in some areas coming forward ahead of others, but this must be decided in the context of the comprehensive planning of the overall site. Of the two sites promoted, one (north of the town west of the 'Trinity site' and south of Fanhams Hall Road) would potentially be included within the wider area to the north and east of Ware as part of wider Masterplanning. If this turns out not to be the case, then this area would not be proposed for development. Therefore, Officers consider that this area should not be brought forward outside of

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		<p>a planned approach for the overall development.</p> <p>In respect of the Nun's Triangle element, this area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers consider that this area should not form part of the Site Allocation (instead of the Preferred Options approach, which may potentially have included it as part of an undefined area covering the then proposed Broad Location) for the area to the North and East of Ware.</p>
9.97c	<p>One of the site promoters considers (both in response to the Preferred Options consultation and previously in September 2013, in responding to ATLAS that the various parcels of land proposed are capable of accommodating between 2,500 to 3,000 houses. Other land in the same ownership to the north of Ware could be made available either for built development, infrastructure or open space provision should it be required. Mindful of housing need and the concomitant requirements for employment space, retail space and all social facilities, it would appear prudent to plan for the maximum figure and clearly land to support that level of development is available and deliverable. Not only is such a proposal financially viable, but also various impacts upon Ware are capable of mitigation. The north and east of Ware should be confirmed as a suitable strategic broad location.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>



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9.98	The area North and East of Ware should be allocated in the District Plan. The subsequent DPD can then address the details.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.99	It should be explained how applications would be dealt with before a DPD is adopted.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.100	The site promoter objects to parts I and III of WARE3. Criteria I is very imprecise in nature with an unrealistically large variance between the lowest and highest dwelling yields. Part III should be amended to remove the need to wait for a DPD to be adopted before any development takes place. Some development in the Broad Locations is required before 2021. Green Belt release should be dealt with through the District Plan and not through a separate DPD.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.101	Please explain what the phrase 'quantum of development' means (criterion (a)).	<p><b>No amendment to Plan in response to this issue</b></p> <p>Quantum refers to the amount of development proposed.</p>
9.102	It should be stated which technologies for a District Heating System are to be considered. An Energy from Waste facility would not be appropriate.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>While it was never intended that an energy from waste facility would be provided as part of this development, it is acknowledged that this criterion is too prescriptive and should be deleted. Instead, it is expected that development proposals should comply with the provisions of district-wide policies in the Plan, notably, the Climate Change chapter.</p>
9.103	It should be clarified whether or not the Nun's Triangle forms part of the Broad Location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Nun's Triangle was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p>

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		<p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers consider that this area should not form part of the Site Allocation (instead of the Preferred Options approach, which may potentially have included it as part of an undefined area covering the then proposed Broad Location) for the area to the North and East of Ware.</p>
9.104	<p>Sport England objects to the lack of a reference in criterion (m) to a need to provide indoor and outdoor sports facilities. The evidence base identifies a shortfall in such facilities which should be addressed.</p>	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The omission is acknowledged and agreed. Officers therefore propose that the policy should be amended accordingly.</p> <p>In respect of the evidence underpinning the identification of needs, it should be noted that this is now considered to be out of date and work is currently ongoing in the preparation of an emerging Open Space, Sports and Recreation Assessment. The updated evidence will inform the identification of needs going forward and the level and location of provision required, which would be applied at the Masterplanning and planning application stages.</p>
9.106	<p>Green Belt land should not be used for development. Green Belt in this location is performing an important function when judged against the five criteria contained within the NPPF.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p> <p>Whilst it is acknowledged that the 2015 Green Belt Review concluded that the suitability of Green Belt land for development according to Green Belt purposes for land to the North and East of Ware (parcels 41/42) are very low, the ability of this location to provide sustainable development, coupled with the lack of other alternative sites to provide any expansion potential for Ware, mean that on balance the site should be taken forward in the Plan. It is considered that a sensitive development scheme, brought forward through Masterplanning, will help mitigate the effects. Furthermore, as Officers consider that upper levels of development should be discounted, the impact would be considerably less than could have been the case.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be</p>

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		considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.107	A breakdown should be provided regarding housing type and tenure.	<b>No amendment to Plan in response to this issue</b> Policy HOU1 of the draft District Plan indicates that an appropriate mix of housing tenures, types and sizes will be required in accordance with the latest Strategic Housing Market Assessment. The precise breakdown would be established through the Masterplanning process.
9.108	The plan needs to be based on more up to date population statistics as things have changed significantly since the original plan was drawn up in 2010.	<b>No amendment to Plan in response to this issue</b> The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.
9.109	The Plan should include clearly defined density guidance.	<b>Proposed amendment to Plan in response to this issue</b> Policy HOU2 'Housing Density' provides the district-wide approach to this matter. While repetition of the policy is not considered necessary in this site-specific policy, it is considered that signposting to HOU2 would be appropriate.
9.110	Infrastructure is not sufficient to meet the needs of additional development. Essential services will be stretched beyond their limits. New infrastructure should be provided up front before development takes place.	<b>No amendment to Plan in response to this issue</b> The Council is fully aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process. The District Plan should therefore seek to provide a suitable balance between conveying the requirement for infrastructure to be phased appropriately, without introducing unrealistic expectations about advance provision. Consequently, infrastructure delivery may not always be achieved prior to the commencement of development. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.
9.111	Provision of retail facilities within the Broad Location could put added pressure on town centre shops.	<b>No amendment to Plan in response to this issue</b> Policy WARE3 criterion (p) suggests that any retail development that is located within the broad location north and east of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
9.112	It should be clarified that development will not take place until the DPD is adopted.	<b>No amendment to Plan in response to this issue</b> While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to

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		the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.113	The proposals will lead to Ware merging with surrounding villages/towns (Thundridge/Wadesmill).	<b>No amendment to Plan in response to this issue</b> The issue of the need to avoid coalescence with neighbouring settlements is important and this will be reflected in the approach to Green Belt boundary revision.
9.114	This new development will be so far away from the heart of Ware it is likely to not feel part of the town and more like an annex of it. It will not be able to integrate with the main town centre.	<b>No amendment to Plan in response to this issue</b> While local retail and employment opportunities within the site would ensure that motorised trips from the area would be reduced, it is important that the new development should not be viewed as a single entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provision of primary school/s and a secondary school in this location would help in encouraging integration between the existing urban area and the new development. Sustainable transport provision will also enable the area to successfully integrate.
9.115	This development will greatly affect the house prices of existing houses in the North and East of Ware.	<b>No amendment to Plan in response to this issue</b> Property values are not a planning matter and cannot be taken into account in the plan making process.
9.116	If development takes place in this location then it should also take place to the south west of the town as the visual impact and impact on the Green Belt would be the same.	<b>No amendment to Plan in response to this issue</b> Land to the south west of Ware was assessed during the options testing phase. While the area scored well against a number of criteria, it was considered that development in this location would cause significant harm to the strategic gaps that currently exist between Ware and its neighbouring settlements, in particular Hertford, Hertford Heath, Great Amwell and Hoddesdon. It is also likely that development would cause significant harm to designated wildlife sites and Post Wood which is designated as Ancient Woodland.
9.117	Land north and east of Ware should not be included given that it was concluded as being a 'marginal fail' during the assessment process.	<b>No amendment to Plan in response to this issue</b> While the area was rated as 'marginal fail' for the upper levels of development at the Sieve 1 and Sieve 2 stages, it was noted at that time that: '... <b>if</b> suitable alternative growth locations cannot be identified elsewhere within the district then large-scale development in Ware could be needed in order to comply with NPPF requirements to meet objectively assessed housing need on a district-wide basis'.
9.118	Development would surround existing houses at Moles Farm. A green barrier should therefore be provided which would protect the character of these properties.	<b>No amendment to Plan in response to this issue</b> Detailed design issues will be addressed through Masterplanning and the planning application process.
9.119	Ware Town Council, Ware Neighbourhood Plan Steering Group state that the development should follow the principles of Garden Cities and also should not become a separate isolated development.	<b>No amendment to Plan in response to this issue</b> While no specific amendment is proposed as a result of this response, and the development would not be of sufficient scale to fully embrace Garden City principles, it is important that the design of the area should be of high quality and that new development should not be viewed as a single

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		entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provisions of Policy WARE3 should therefore set out the requirement to meet appropriate Garden City principles and the detailed design will be resolved through the anticipated Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, to ensure that a sustainable, cohesive development is provided.
9.120	Ware Town Council and Ware Neighbourhood Plan Steering Group state that leisure facilities should be included as part of the development as Wodson Park has limited capacity.	<b>Proposed amendment to Plan in response to this issue</b> Agreed. Proposed that policy should be amended to include provision of leisure facilities, as appropriate.
9.120a	Ware Town Council state that the new development should incorporate tree planting schemes to replace trees that have been removed.	<b>No amendment to Plan in response to this issue</b> The policy, and other district-wide policies, already make provision for landscaping and would be agreed through the planning application process.
9.121	HCC state that sustainable transport should be maximised from the new development to the town.	<b>No amendment to Plan in response to this issue</b> WARE3 proposals make inclusion for the provision sustainable transport measures. The precise form and level of provision would be determined through the planning application process.
9.122	Ware would become principally a commuter town with a significantly increased population.	<b>No amendment to Plan in response to this issue</b> East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. However, criterion (p) of the policy would ensure the development would bring with it appropriate levels of employment opportunities to promote self containment and sustainability.
9.123	Public transport links in Ware are extremely poor.	<b>No amendment to Plan in response to this issue</b> WARE3 proposals would include sustainable transport measures, and it is considered essential that this would include bus provision in order to mitigate the number of car-borne trips.
9.124	New schools would need to be provided as part of the development.	<b>No amendment to Plan in response to this issue</b> Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the North and East of Ware would be of a sufficient size to ensure provision of new services and facilities including primary school/s and a secondary school.
9.125	It would be more appropriate to direct development to Hertford given the superior train and road links that exist there.	<b>No amendment to Plan in response to this issue</b> Brownfield opportunities in Hertford have been largely exhausted, due to the success of the Council's approach in past adopted local plans. As the areas on the edge of the town beyond those already identified for development in the Plan are particularly constrained, and matters are further compounded by congestion and air quality issues on the A414, it would not be appropriate

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		to divert any further development to Hertford.
9.126	The area proposed for development is currently used for recreational purposes and should be maintained for those uses.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While it is likely that the field, which is used only once a year for the fireworks display, would be developed either all or in part, the football club and Fanhams Hall and grounds lie outside the development area currently proposed by site promoters and would thus not be brought forward for development.</p>
9.127	If traffic surveys are undertaken then they should be done at peak times.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Traffic survey work was carried out as part of the technical work aimed at understanding the potential traffic impact for the proposed area to the North and East of Ware. This work involved both peak and off-peak data collection.</p>
9.128	The wooded area next to Widbury Hill contains many trees with preservation orders and these should be retained.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Criterion (e) of Policy WARE3 and other district-wide policies (such as DES2 Landscape) would ensure that this aspect would be fully taken into account through the masterplanning and planning application processes.</p>
9.129	The area lies underneath the Stansted flightpath which generates a lot of noise. New development should not be subjected to this noise.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Ware lies outside the area of concern as defined by noise contour maps. The area is also outside flight safety zones. Recent changes to flightpath navigation systems have greatly reduced the area of land overflown during take-off and landing.</p>
9.130	The Council should compulsory purchase the proposed land so that landowners in the area do not inflate the price which could impact what infrastructure could be delivered to support growth in the area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Property values are not a planning matter and cannot be taken into account in the plan making process. The delivery of development would be dependent on the provision of necessary infrastructure.</p>
9.131	Provision of school facilities within the new development could impact on the viability of Wareside Primary school which currently draws pupils from a wider area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the North and East of Ware would be intended to ensure provision of new primary school/s to serve the number of pupils likely to be generated by the new development.</p>
9.132	Land availability appears to be top of the list in terms of the Councils selection criteria. This should not be the case.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While land availability is an important to ensure that sites are deliverable, it is only part of the picture as the main premise of the Plan is underpinned by ensuring that development is able to take place in the most sustainable locations in the district. The detailed sieving process has provided a logical framework in this respect and maintained transparency in its approach.</p>
9.133	Fairview New Homes object to the Broad Location on the basis that not enough detailed work has been done on deliverability, infrastructure needs and the impact of	<p><b>No amendment to Plan in response to this issue</b></p> <p>Significant work has been undertaken in respect of infrastructure provision since the consultation, which means that Officers consider that a scale of development could be delivered that would</p>

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	development. The site is also in an unsustainable location, poorly located in relation to local facilities, the town centre and the railway station. Land at Crane Mead should therefore be released from Green Belt and made available for housing.	<p>provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, while protecting the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p> <p>In respect of the land adjacent to Crane Mead, the Sieve 2 assessment in respect of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.</p> <p>In respect of this specific site it should be noted that the majority of it lies within a Wildlife site designation and that, in respect of a previous submission of the site, the Inspector to the 2007 adopted Local Plan stated site that “To me, it fulfils the function of restricting sprawl of a large built up area, assists in safeguarding the countryside for encroachment and, as part of the river landscape, enhances the setting of the town”.</p>
9.134	Herts and Middlesex Wildlife Trust states that, should development go ahead, suitable and sufficient mitigation and compensation would be required to make good any harm to wildlife interests, including local and national protected and priority habitats and species, on the two wildlife sites at Wood Lane and Fanhams Hall Meadow. Support is given to preparing a DPD to give additional detail.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The provisions of WARE3 (e) would apply in this respect and this would be supported by District-wide policy NE1. Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure that this issue would be taken into account.</p>
9.135	HCC states that there is potential for mineral sterilisation in this area. Some land has not been assessed by the BGS for minerals reserves in close proximity to the urban area, although the land beyond this area is designated as continuous or almost continuous spreads of mineral beneath overburden. Mineral resource block number 8 covers the eastern part of the broad location. Further investigation is required to establish the extent of mineral reserves and detailed studies for individual sites as they come forward for development.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed. Wording to be added to Policy WARE3 to detail this potential requirement.</p>

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9.135a	HCC states that the Preferred Options consultation indicates that 1800 units would be provided in the broad locations up to 2031, with Policy WARE1 identifying provision for a total of up to 3000 homes when development occurring beyond the plan period is included. If these sites were to be brought forward independently they would require separate primary schools, but if they come forward in combination it may be possible to reduce the requirement.	<b>No amendment to Plan in response to this issue</b> Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include provision for new primary schools, the detail of which will be confirmed through the masterplanning and planning application processes.
9.135b	HCC suggest that the proposal for 3000 dwellings will require 3.5 to 6FE of secondary places. The provision of an all through school within the development could be considered an option as a way of managing the primary and secondary need.	<b>No amendment to Plan in response to this issue</b> Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include appropriate provision for new schools, the detail of which will be confirmed through the masterplanning and planning application processes.
9.136	English Heritage suggests that the DPD should make reference to the need to protect and enhance the setting of heritage assets (historic parks/gardens, listed buildings)	<b>Proposed amendment to Plan in response to this issue</b> While it is recognised that policy provisions exist in the Heritage Assets chapter, to ensure the protection and enhancement of heritage assets both within the site area and in the locality, it is considered appropriate that attention be drawn to this aspect via the inclusion of an additional criterion in the policy.
9.137	HCC states that the area covered by the DPD could affect Fanhams Hall Meadow Wildlife Site Ref: 46/044. Damaging impacts should be avoided.	<b>No amendment to Plan in response to this issue</b> The provisions of WARE3 (e) would apply in this respect and this would be supported by District-wide policy NE1. Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure that this issue would be taken into account.
9.138	This proposed development should be altered so that the development takes the form of a new village to the north. This settlement would have its own services/community facilities so that it does not have a direct connection with Ware.	<b>No amendment to Plan in response to this issue</b> While it is important that the development should include an appropriate level of social infrastructure to serve the development and minimise the need to travel, the development should not be viewed as a single entity, but rather it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provisions of Policy WARE3 and anticipated Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure a sustainable, cohesive development is provided.
9.139	HCC considers that options for highways improvements need to be investigated to outline mitigation designs for the road network. Affected roads	<b>No amendment to Plan in response to this issue</b> In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the



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	<p>such as A602, A119, High Street, Baldock Street, Viaduct Road, Wadesmill Road, A10, A120 and M25 (J25) will all need to be considered by the Highways Agency (now Highways England). Detailed traffic modelling will be required.</p> <p>The HSGTM suggests that a development of 1,300 dwellings would have some impact on the A10, M25 Junction 25, and the A602 corridor. Further transport work is required to ascertain how these impacts could be mitigated.</p>	<p>site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. The Council has continued to work with HCC to help identify a mitigatable level of development for this location.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through a Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.140	<p>Increase in traffic caused by the development will impact on the capability of emergency vehicles to function within an adequate time frame.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. These mitigation measures would ensure that emergency vehicles would be able to access both new and existing developments in an appropriate time scale.</p>
9.141	<p>New residential development should not be within 250 metres of the Westmill landfill site as it could be exposed to odour, noise, dust and pest impacts.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Environmental health considerations would be taken into account through the masterplanning and planning application processes.</p>
9.141a	<p>Lee Valley Regional Park Authority wishes to confirm that the park will not be affected by any developments. They wish to be involved in the work on the DPD.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The Plan seeks to support the Lee Valley Regional Park and policies within the Community Facilities, Leisure and Recreation chapter apply in this respect. Masterplanning of the area leading to planning application/s will enable consideration of this valuable asset and the involvement of the Lee Valley Regional Park Authority would be welcomed in this respect.</p>
9.141b	<p>There is no timescale for production of DPD's. There is a requirement for a timetable to be set, it is not sufficient to just state "Consequently a Development Plan Document will be prepared" (9.2.10).</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.141c	<p>The Ware Society states that a gradual expansion of development would be preferable with a phased improvement of infrastructure. Developers should fund</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of</p>

Issue Number	Issue	Officer Response
	improvements before housing is built.	Ware should be an allocation in the Plan, subject to Masterplanning, which would include phasing. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
<b>Employment in Ware</b>		
9.142	Objection to the identification of Star Street as an employment area as it is not suitable in terms of type, size, location and quality.	<b>No amendment to Plan in response to this issue</b> The 2016 Hertford and Ware Employment Study considers that “overall the site is of average quality but occupied and functioning well as an employment site” and therefore the Plan should seek to retain existing employment provision in this location.
9.143	The Plan erroneously seeks to retain previous Employment Area designations without taking account of changing circumstances at some sites.	<b>No amendment to Plan in response to this issue</b> The 2016 Hertford and Ware Employment Study concludes that “In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term”. The draft District Plan therefore seeks to retain existing employment provision in Ware.
9.144	There is a lack of employment in Ware.	<b>No amendment to Plan in response to this issue</b> East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. The town benefits from six existing designated employment areas and other non-designated operations. The proposed development to the North and East of Ware would bring additional employment opportunities to the town.
9.145	The majority of the town’s employment is reliant on one employer. This has been the same for many years and Ware has functioned adequately. Without the redevelopment there will be no need for a ‘new employment area’.	<b>No amendment to Plan in response to this issue</b> The District Plan does not currently propose a new designated employment area for the town; rather, it proposes that development to the North and East of Ware would be expected to bring forward local employment opportunities to promote self containment and sustainability.
9.146	Leaside Depot should be removed from the classification as an Employment Area/Industrial Site.	<b>No amendment to Plan in response to this issue</b> While no amendment is proposed as a direct result of this issue, since the Preferred Options consultation the site now benefits from an extant permission (3/15/0964/FUL) for the provision of a Care Home (Class C2). It is therefore the view of Officers that the Employment Area designation should be removed from this location.
9.146b	DPS2 states that “brownfield locations will be prioritised for mixed-use development”, however there is very little development planned in the centre of	<b>No amendment to Plan in response to this issue</b> Policy DPS2 is provides a district-wide context and would be expected to be implemented as and when opportunities for brownfield redevelopment present themselves. The lack of current

Issue Number	Issue	Officer Response
	Ware. Many of the existing employment areas are in need of investment, yet there are no proposals for enhancement.	opportunity in Ware is not discordant with this approach, as future opportunities may occur. The 2016 Hertford and Ware Employment Study makes recommendations in respect of the existing designated Employment Areas in the town.
<b>Retail in Ware</b>		
9.147	It should be stated that no retail development will take place on the outskirts of Ware other than to provide for the immediate shopping needs of residents in those areas.	<b>No amendment to Plan in response to this issue</b> Policy WARE3 criterion (p) suggests that any retail development that is located to the North and East of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
9.148	The provision of new retail shops to the north of Ware would impact on the town centre	<b>No amendment to Plan in response to this issue</b> Policy WARE3 criterion (p) suggests that any retail development that is located to the North and East of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
<b>Leisure and Community Facilities in Ware</b>		
9.149	Sport England object to the lack of specific proposals to address the deficit in the provision of junior football and mini soccer pitches.	<b>Proposed amendment to Plan in response to this issue</b> Agreed. Proposed that Policy WARE3 should be amended accordingly.
9.150	Consideration should be given to meeting the needs of sports other than football.	<b>Proposed amendment to Plan in response to this issue</b> Agreed. Proposed that Policy WARE3 should be amended accordingly.
9.151	Wodson Park Sports Centre indicates that thought should be given to improving their leisure facilities.	<b>No amendment to Plan in response to this issue</b> Development of the WARE3 site would be the subject of Masterplanning, which would involve public participation in the design process. Policy criterion (m) relates to social infrastructure and, with the amendments proposed above (issue number 9.150), the potential needs of Wodson Park could be considered along with other sports and leisure provision through the Masterplanning process.
9.152	Southern Maltings and the Firework Field should be retained for community use.	<b>No amendment to Plan in response to this issue</b> The Plan does not make any proposals for the Southern Maltings and, since the Preferred Options consultation, the continued community use of this building has been confirmed. However, it is considered likely that the field, which is used only once a year for the fireworks display, would be developed, either all or in part.

Issue Number	Issue	Officer Response
9.153	Concerns over the preservation of the green belt area to the South West of Ware. Currently this area provides the only open space where local children can play without the need to cross any major roads.	<b>No amendment to Plan in response to this issue</b> The District Plan does not propose any allocations to the South West of Ware.

## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 11 – EAST OF WELWYN GARDEN CITY: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 11 (East of Welwyn Garden City) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 11 (East of Welwyn Garden City) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for East of Welwyn Garden City at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 As there have been significant advances in the technical evidence available to support the development strategy, and changes in local and wider circumstance since the publication of the Preferred Options version of the Draft Plan, it is considered appropriate that each of the settlement chapters be rewritten to take these factors into account rather than presenting a 'track change' iteration of the previous version. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Settlement Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 In consequence, it is likewise not proposed that amendments are shown in the form of 'track changes' for the settlement chapters. Instead, a revised chapter, which incorporates any proposed necessary amendments to the Plan identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August, along with the relevant Settlement Appraisal.
- 2.4 In response to the issues raised during the consultation, together with advice received during a meeting with a Planning Inspector in January 2016, it is the view of Officers, that the previously identified Broad Location should be identified as an allocation in the District Plan for the delivery of 1,350 homes within the first ten years of the Plan. As such, the Green Belt boundary will need to be amended in this location.

- 2.5 It is important to note that this site traverses the local authority boundary between East Herts District and Welwyn Hatfield Borough. As such, the site will be allocated in both local plans and will be supported by a jointly prepared policy. It is the intention that a masterplan and subsequent Supplementary Planning Document (SPD) will be prepared in collaboration with Welwyn Hatfield Borough Council, the site promoter Tarmac, Hertfordshire County Council (Minerals and Waste, Education and Highways) and other stakeholders including the Hertingfordbury Neighbourhood Plan team.
- 2.6 Members will be aware that the site promoter, Tarmac, has already carried out extensive preliminary site planning including Environmental Impact Scoping and public engagement exercises. However, Officers consider that it is important that the local authorities lead the masterplanning process to ensure a collaborative approach which takes account of all issues.
- 2.7 Members are therefore invited to agree the Issue Report, as detailed in Essential Reference Paper 'B', as a basis for informing a redrafted chapter on East of Welwyn Garden City in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Submission 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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Issue Number	Issue raised through consultation	Officer Response
General Issues		
11.0	The proposed development is on agricultural land, what will happen to the food production?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The majority of the land is on contaminated land previously used for landfill and is therefore not considered as agricultural land. Where land is classified as agricultural it is Grade 3 only. The NPPF requires local planning authorities to protect prime agricultural land of Grade 2 and above.</p>
11.01	Land nearby was dismissed by WHBC in 2012 as it was not suitable to take forward. Why is this land any different?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The context of planning in 2012 was different and this decision related to only one part of the land now currently proposed.</p>
11.02	This land could be subject to flooding.	<p><b>No amendment to Plan in response to this issue</b></p> <p>There are no defined flood plains through the site. As the land will need to be extracted for mineral reserves prior to development, matters of drainage will be resolved through the restoration of the land to a landscape that facilitates drainage. The detail of this will be incorporated in a detailed masterplan which will be collaboratively prepared by the two authorities, the developer and other stakeholders. Where mineral is not to be extracted first, the existing landscape facilitates natural drainage. This has already been taken in to account during the initial plan-making stages of this site and mitigation measures will be incorporated where necessary.</p>
11.03	The site should be consulted upon as a whole including both local plans (EHC/WHBC). This should also include the Panshanger Aerodrome site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is understood that the Welwyn Hatfield Local Plan will be subject to consultation approximately two months before the East Herts District Plan. There will therefore be two opportunities to comment on the proposed site allocations. The cumulative impacts of development in this area, including the Panshanger Aerodrome will be taken into account, particularly for highways and education planning. As work on the masterplan progresses there will be a number of opportunities to engage in the details of the site.</p>
11.04	Current infrastructure in the area will not be able to cope with the scale of this development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The development will be expected to mitigate for all needs arising from the development and will create new and enhanced services that will benefit existing communities such as new bus routes and local services.</p>
11.05	Further development will increase congestion in an area	<p><b>No amendment to Plan in response to this issue</b></p>

Issue Number	Issue raised through consultation	Officer Response
	that is already heavily congested. The A414, B195 and B1000 are at gridlock and this draft offers no solution to these issues. Birchall Lane continues to suffer from the Eco-Aggregates plant lorries. Are there any plans to improve local roads?	As part of a package of mitigation a number of improvements will be made to the local road network where related to the development. Herts. County Council Highways have been closely involved in the initial plan-making process of this site and a series of models have been used to test the potential impacts of this and other development on the wider major road network. The Eco-Aggregates site is currently subject to a Judicial Review process. Depending upon this decision, the plan will need to work around the site and ensure that the site operates within its current permissions and conditions.
11.06	The East Herts Draft District Plan Preferred Options Consultation was not delivered to residents on Birchall Lane. An explanation for this is required.	<b>No amendment to Plan in response to this issue</b>  The leaflet distribution company has assured the council that the two properties in East Herts along Birchall Lane received leaflets. Regardless of this, the two properties engaged in the consultation exercise and responded with detailed comments.
11.07	Public transport is not good enough to support this development. The bus service from Hertford to WGC/Hatfield is unreliable and inadequate. Development of this area could justify and East-West Light Railway/Tramline.	<b>No amendment to Plan in response to this issue</b>  The proposal will provide new and enhanced bus services to mitigate the needs arising from the development. This will benefit existing communities.  The limitations of existing east-west travel are acknowledged and this matter was raised in the Issues and Options consultation document; however, it is beyond the scope of this Plan to seek a solution to this long-standing issue. It should be noted however, that HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering East-West travel as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.
11.08	Newspaper coverage of this proposal showed the development stretching from Panshanger all the way south to near Commons Wood Nature Reserve. This document only shows the section up to the East Herts District boundary so is giving a false impression of the scale of development in the area.	<b>No amendment to Plan in response to this issue</b>  The Submission District Plan for East Herts will include a diagram indicating the full extent of the proposed development, including land within Welwyn Hatfield Borough. At the Preferred Option stage the extent of the possible development was unknown, therefore the Plan only included an indicative ellipse. Since then considerable cross-boundary discussions have taken place to inform this next stage and a joint approach will be set out in both the Welwyn Hatfield Local Plan and East Herts District Plan.
11.09	WHBC and others believe that this development and the DPD should involve the joint working of the two councils as part of the duty to co-operate.	<b>No amendment to Plan in response to this issue</b>  Agreed. There has been regular engagement between the two authorities and the County Council since the Preferred Options Consultation in order to inform this next stage. All Duty to Co-operate meetings are presented to the District Planning Executive Panel. It is now the view of Officers that

Issue Number	Issue raised through consultation	Officer Response
		the site should be allocated in each local plan supported by a detailed policy which will be jointly prepared by the two authorities. It is also agreed that the detail of the proposal should be dealt with through the preparation of a Supplementary Planning Document (SPD), which will enable collaboration with interested parties and stakeholders as appropriate as well as the site promoter.
11.10	Friends of Panshanger Park and others believe that development should occur in more rural areas beyond the green belt. There is too much development in the south of the district and an imbalance between urban and rural development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF makes it clear that development should be “sustainable”. To locate major development in the rural areas would require massive investment in new infrastructure to serve either a new settlement or a dispersed rural development approach. This level of infrastructure would not be deliverable within the Plan period. While this site will require a loss of Green Belt land, it is the view of Officers that there will be sufficient separation between the two towns and a well-planned development would not constitute sprawl.</p>
11.11	The area will function as part of WGC and will therefore meet the needs of the residents of Welwyn.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Agreed. Existing residents may also benefit from new services provided as part of the development, including new bus routes, local retail and services as well as for education.</p>
11.12	This development needs to be considered in the context of other development around WGC, Hatfield and Hertford.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The cumulative impacts of development have been taken into account, particularly on highways and education grounds. This is one of the roles of Duty to Co-operate.</p>
11.13	Tewin Grove Plot Owners advocate their own land for development above those being considered in the East Herts and Welwyn Hatfield plans.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Tewin Grove land is considered by Officers to be in an unsuitable location for development. This land was first suggested through the Issues and Options consultation and was considered as part of the Areas of Search appraisal work included in the Supporting Document.</p>
11.14	Councils should not look to build on airfields. Objection to plans to develop the Panshanger Aerodrome. It is a community and environmental asset.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Panshanger Aerodrome site is within Welwyn Hatfield District. Because of the potential cumulative impacts of development within this wider area the two authorities are indeed considering this site alongside land to the east of Welwyn Garden City. Any application would however, be managed by Welwyn Hatfield Borough Council. The Aerodrome has since ceased operating and is being promoted for residential development.</p>
11.15	Hertingfordbury Parish Council believes that the green “A414 Corridor” from St Albans to Hertford needs	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Birchall Garden Suburb will be expected to maintain and enhance the green corridor through</p>

Issue Number	Issue raised through consultation	Officer Response
	protecting.	this location, including the enhancement of the Cole Green Way as a strategic 'green' route between Hertford and Welwyn Garden City. More detail can be included in the policy.
Introduction		
11.16	The area is Green Belt land and plays a valuable role in preventing urban sprawl and the merging of Hertford and Welwyn Garden City (WGC). Development here will result in the loss of Green Belt and contravenes the purpose of the Green Belt. This development is against NPPF regulations on Green Belt. There will not be much green space left between the two towns. Brownfield sites should be developed instead.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has always sort to bring forward brownfield sites wherever possible. This includes the Goods Yard in Bishop's Stortford and the Mead Lane area in Hertford which are proposed for allocation within the District Plan. However, being a predominantly rural district, there are very few brownfield sites available. Therefore development on greenfield sites is required. Officers consider that sufficient land remains between Hertford and Welwyn Garden City that coalescence is not an issue. Well-planned development is not considered to be sprawl.</p>
11.17	The area is not well related to the town. The edge of WGC is already beyond walking distance of the centre and nearby train stations, where there are not enough spaces to park cars already. This would be a car-led development as there is doubt as to improvements in bus services. In addition, there are not enough jobs available locally so people will need to commute to work which will amplify issues with congestion and train capacity. New local employment is required.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposal contains not only an area allocated as employment land, but employment opportunities will also be created through two local centres and three schools. The site is within comfortable cycling distance of the town centre and station and will be connected by new and improved bus services.</p>
11.18	English Heritage (now Historic England) welcomes the reference to the surrounding areas of woodland to define the structure of the area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. This will be a key part of the design principles for this site. While no amendment is proposed as a result of this issue, the proposed policy will require buffering between existing designated Wildlife Sites including areas of Ancient woodland and heritage assets within and in proximity of the site. The detail of this will be incorporated in a detailed masterplan which will be collaboratively prepared by the two authorities, the developer and other stakeholders.</p>
11.19	There should be more housing directed to villages to make them more viable and support local services. If the needs are generated by villages, the villages should accommodate the additional housing.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This option has been considered as part of the Plan-making process. There are only a small proportion of settlements where new development could be sustained by local services such as schools. These are identified in the Plan. Neighbourhood Planning also enables villages to identify</p>

Issue Number	Issue raised through consultation	Officer Response
		areas of development to meet local needs.
11.20	WHBC objects to the statement that land to the East of WGC is required to address the unmet needs of the villages in the west of East Herts. More appropriate would be to allocate this land on the basis that it would meet WGC's needs.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The location of this site lies in the A414 corridor between two towns and therefore performs the role of providing for the shared needs arising from the towns and surrounding villages, which share travel to work and housing market patterns. Officers therefore consider that the site will meet the shared needs arising in this location and therefore the homes provided will meet the respective needs of the authority within which they are located: 1,200 within Welwyn Hatfield and 1,300 within East Herts. The infrastructure provided within the site as a whole will serve the development and areas beyond irrespective of whether they are East Herts or Welwyn Hatfield residents.</p>
11.21	HCC Schools Planning Team comments that the site is big enough to generate a need for between 2.9 and 5 forms of entry. Two 2FE primary schools would be needed, one of which should have the capacity to expand to 3FE over time. One secondary school should be provided (which could be a through school).	<p><b>No amendment to Plan in response to this issue</b></p> <p>Since the consultation, further investigation has been undertaken and the County Council's latest position is that the secondary school should be constructed to accommodate six forms of entry, with the potential ability to expand to eight forms of entry at a later date. In addition, two primary schools of two forms of entry with early-years provision will also be needed. There is potential for one of these to be designed as a through-school with the secondary school, to enable sharing of facilities.</p>
11.22	HCC comment that phasing is an issue with regards to the delivery of housing and school infrastructure. 450 homes proposed by 2031 would not support the delivery of a new school and existing schools would not be able to accommodate these pupils while a new school is constructed. The housing phasing needs to align with provision on infrastructure to serve the development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. While no specific amendment is proposed as a result of this response, the policy will refer to the need to ensure timely provision of community infrastructure to serve the development. The detail of this will be resolved through the preparation of a masterplan which will need to consider phasing and the delivery of infrastructure. If the site is delivered through different house-builders the masterplan and infrastructure delivery plan will inform each phase of development.</p>
11.23	The area is a natural extension to WGC, is adjacent to the local road network and would be a good example of collaborative work by East Herts Council and its neighbouring authorities.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted.</p>
11.24	The area will rely on and add pressure to the infrastructure of WGC/Hatfield. Why should East Herts get the "New	<p><b>No amendment to Plan in response to this issue</b></p> <p>The number of new homes provided within each authority is almost the same. The community</p>

Issue Number	Issue raised through consultation	Officer Response
	homes bonus” if the development is reliant upon WGC.	infrastructure provided within the East Herts part of the site will benefit existing residents of Welwyn Garden City through new local retail and services including education and bus networks. Future decisions regarding New Homes Bonus are not a matter for Plan-making. A Memorandum of Understanding will be agreed between the relevant authorities to deal with cross-boundary issues of governance.
11.25	Rail services cannot cope with current population. What will the Plan do to ensure extra capacity is provided to deal with extra demand?	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the ability to directly affect service provision is beyond the scope of the Plan, discussions have taken place during the plan making process with the relevant Train Operating Companies and Network Rail and are ongoing. These bodies will continue to have an opportunity to respond to emerging development proposals as work on the District Plan progresses. Furthermore, when consultations regarding rail services affecting the district take place, the Council actively responds seeking to achieve improved service provision.</p> <p>Hertfordshire County Council is also currently in the process of updating its Rail Strategy which will also influence how train services can adapt to growing demand.</p>
11.26	The Cole Green Way is unsuitable for use, particularly in winter months.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, this development offers the unique opportunity to improve and enhance the Cole Green Way as a strategic ‘green’ route between the two towns and settlements in between. The re-written policy will continue to refer to these on and off-site infrastructure improvements.</p>
11.27	Sewage and water supply infrastructure will be stretched by this development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has liaised with Thames Water throughout the plan making process. Thames Water has advised that Rye Meads STW has capacity to cater for all known growth in the wider sub-region up to, and beyond the end of plan period in 2033. In addition, the Council has also engaged with the relevant water providers in order to ensure that the proposed level and location of growth can be provided for.</p>
11.28	Schools in the area are oversubscribed and there is doubt as to the delivery of new schools being fulfilled.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, the masterplan will include sufficient infrastructure and education facilities to accommodate the needs arising from the development. These facilities will also serve existing communities. The re-written policy will set out the requirement for these facilities and the detail of location and design will be resolved through the</p>



Issue Number	Issue raised through consultation	Officer Response
		masterplan and the creation of the SPD. The plan-making process includes working closely with Herts. County Council to establish the necessary education requirements and the masterplan will include a phasing plan for their delivery alongside development.
11.29	Previous plans for a new hospital were scrapped. Existing healthcare facilities cannot cope, particularly with an ageing population. Lister will be majorly pressurised. There is poor health provision for rural areas and public transport is very limited to Lister.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, the site will need to include local healthcare facilities as part of a neighbourhood centre. This will serve not only new residents but also existing residents. The re-written policy will set this requirement with the detail to be resolved through the SPD.</p>
11.30	Thames Water suggest an amendment: remove “ <i>and there is capacity in the sewer serving the area</i> ”. At this stage it is not possible to comment on capacity for homes post 2031. A growth upgrade investigation is being undertaken. An upgrade will then be undertaken to cater for growth at the appropriate time.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has liaised with Thames Water throughout the plan making process. Thames Water has advised that Rye Meads STW has capacity to cater for all known growth in the wider sub-region up to, and beyond the end of plan period in 2033. In addition, the Council has also engaged with the relevant water providers in order to ensure that the proposed level and location of growth can be provided for.</p>
11.31	What are the underlying mineral deposits? Will the area become an open cast mine for years to come? Will land stability be affected?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The land is within the sand and gravel belt with two layers of sand and gravel separated by a clay middle layer. The proposal includes extracting only the upper layer of sand and gravel, which would take approximately 5.5 years. Progressive extraction, restoration and development is planned to reduce the overall schedule of extraction and development. The land has to be restored back to a developable platform so land stability will not be impacted. While no specific amendment is proposed as a result of this response, details of the method of extraction, depth of excavation and restoration back to a developable platform will be detailed in the masterplan and SPD. The re-written policy will set out this process.</p>
11.32	Adhering to WGC design principles is the bare minimum. These principles include open access to: the countryside, green spaces and the town centre.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed. The jointly prepared policy will set out this requirement. The details of how this is translated into the masterplan will be detailed through the production of a SPD for the site.</p>
11.33	The villages between Hertford and WGC will be encroached upon. Being so close to the village of Cole Green will destroy the character of the village.	<p><b>No amendment to Plan in response to this issue</b></p> <p>There will remain sufficient separation between the site and the existing village of Cole Green that the character of the village will be unaffected.</p>

Issue Number	Issue raised through consultation	Officer Response
11.34	The development will have a detrimental effect on the historic character of Panshanger Country Park and its historic setting/ and buildings. The impact on the setting of the park needs to be assessed fully in line with the NPPF. The park must be preserved.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>A Heritage Impact Assessment has been undertaken which indicates a need for an area of undeveloped land in the vicinity of heritage assets. The policy will therefore set this requirement and the detail will be resolved through the masterplan and the SPD.</p>
11.35	This development threatens the wildlife and biodiversity of The River Mimram (a rare chalk stream environment) and Panshanger Park. There should be a green buffer/ecological corridor around wildlife sites to ensure feeding and foraging grounds are protected.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>An assessment of all biodiversity assets will be carried out as part of the preparation of a masterplan using an approved methodology set by Herts Ecology or indeed carried out by Herts Ecology officers. It is intended that buffer planting and landscaping will form part of the overall design of the scheme. Improvements to the ex-landfill site will create a net-increase in the wider ecological network of green spaces along this corridor. The policy will set out these requirements and a long term habitat enhancement plan could be secured through the use of planning conditions.</p>
11.36	Adding development to the edges of both WGC and Hertford will detrimentally affect the character of both towns and the area in general.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Development can be designed to integrate well into the existing built fabric and depending on the facilities provided as part of the development, can quickly function as part of the existing community. While no specific amendment is proposed as a result of this response, the policy will set out the requirement to meet Garden City principles and the detailed design will be resolved through the masterplan and SPD.</p>
11.37	Recent developments on the edge of Welwyn Garden City do not relate to Garden City principles so doubt this site will. Do not want high-density, 3-storey buildings and a development that is urban in character.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, it is proposed that there will be a mixture of densities throughout the site to reflect the existing character whilst balancing the need to make efficient use of land. The site will be planned to acknowledge its edge of town setting. These matters will be an integral part of the masterplan and the policy will set out this approach.</p>
11.38	The site is well used by residents for recreation purposes. Development would prevent this. Panshanger Park is too far for residents, meaning more car travel. Garden City principles include access to the countryside.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Apart from Public Rights of Way, the land in question is all under private land ownership and as such is not open countryside. The proposals will include a number of open spaces including a large public park with sports facilities. The plans will also include improved access to Panshanger Park and other areas of woodland within the site. While no specific amendment is proposed as a result of this response, the policy will set out the requirement to meet Garden City principles and</p>

Issue Number	Issue raised through consultation	Officer Response
		the masterplan will detail how these elements will be planned.
<b>Development East of Welwyn Garden City</b>		
11.39	Figure 11.1 is very unclear and would benefit from having road names and more detail. Footpaths/bridleways across the park should be entered on the map as public rights of way.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The plan was only intended to be indicative. While no specific amendment is proposed as a result of this response, the next iteration of the District Plan will have more detailed diagrams and parameter plans for the whole of the cross-boundary site.</p>
11.40	HCC have tested the development of 1,700 homes in the Diamond model. Results indicated there would be capacity issues on the A414 junctions and local road links. Capacity improvements will be necessary and access achieved from local roads not the A414. HCC recommends that the cumulative impacts of development on A414 and A1(M) junctions will need to be assessed. Access to the site should be from the local road network rather than the primary route.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Hertfordshire Highways have been engaged throughout the plan-making process so far and their involvement in the preparation of the masterplan will ensure that appropriate highway mitigation and design measures are incorporated in the proposal. While no specific amendment is proposed as a result of this response, the policy will set out the requirement to ensure appropriate mitigation measures are planned for in collaboration with the County Council Highways Team.</p>
11.41	HCC state that capacity issues on the road network will impact on local bus routes. There needs to be sufficient connectivity by public transport and provision made for alternative means of transport, including dedicated bus and cycle ways. Further work will be necessary to address these issues, which will include joint working between LPAs.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Hertfordshire Highways have been engaged throughout the plan-making process so far and their involvement in the preparation of the masterplan process will ensure that appropriate highway mitigation and design measures including passenger transport services are incorporated in the proposal. While no specific amendment is proposed as a result of this response, the policy will set out the requirement to ensure appropriate mitigation measures are planned for in collaboration with the County Council Highways Team.</p>
11.42	HCC suggest there is potential for mineral sterilisation. Located in glacial sand and gravel belt adjacent to mineral resource block numbers 12 and 23. Further investigation required to establish extent of mineral reserve and the potential to extract and also to determine phasing of extraction and development of the site.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Council is working closely with HCC Minerals Officers and through the preparation of the masterplan will establish the best scenario for mineral extraction, land remediation and delivery of development on the site. The policy will set out the requirement to ensure appropriate utilisation of the mineral resource is planned for in collaboration with the County Council Minerals Planning Team.</p>

Issue Number	Issue raised through consultation	Officer Response
11.43	HCC say that there is further work to be carried out to determine whether this development is viable with regards to the mineral deposits nearby. It would be useful to include a reference to the Minerals Local Plan in the glossary. HCC are reviewing the Minerals Local Plan and will continue to engage.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Council is working closely with HCC Minerals Officers and through the preparation of the masterplan will establish the best scenario for mineral extraction, land remediation and delivery of development on the site. The policy will set out the requirement to ensure appropriate utilisation of the mineral resource is planned for in collaboration with the County Council Minerals Planning Team. The Glossary will reference the Minerals and Waste Local Plans.</p>
11.44	Herts & Middlesex Wildlife Trust are pleased there will be a masterplan approach which considers environmental issues as an integrated part of the design process. This will also ensure planned provision of necessary infrastructure and enable public engagement.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. It is the intention that there will be a comprehensive programme of public engagement on the proposals both through the two local plans and also as part of the preparation of the masterplan process. The policy will set out the requirement to ensure that environmental issues are appropriately considered and mitigated and the detail will be resolved through the masterplan and SPD.</p>
11.45	Gascoyne Cecil Estates comments that 11.2.4 is vaguely worded and refers to land in the Welwyn and Hatfield Borough.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The whole settlement chapter will be re-written to ensure the most up-to-date information is presented. The Submission District Plan for East Herts will include a diagram indicating the full extent of the proposed development, including land within Welwyn Hatfield Borough. At the Preferred Option stage the extent of the possible development was unknown, therefore the Plan only included an indicative ellipse. Since then considerable cross-boundary discussions have taken place to inform this next stage and a joint approach will be set out in both the Welwyn Hatfield Local Plan and East Herts District Plan.</p>
11.46	Gascoyne Cecil Estates suggests 11.2.5 should be rephrased to read "Development Plan Document will be prepared by relevant landowners/developers.", there is no requirement to provide direct financial support to an LPA for a DPD.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>It is now the view of Officers that the site should be allocated in each local plan supported by a detailed policy which will be jointly prepared by the two authorities. It is also agreed that the detail of the proposal should be dealt with through the preparation of a Supplementary Planning Document (SPD) prepared concurrently with the preparation of the District Plan rather than be deferred to a Development Plan Document prepared following the adoption of the Plan. While there is no obligation to provide financial support for the production of a DPD, a certain amount of information is required to satisfy the authority that a site is deliverable in order to become an allocation in a Plan. This information would also be required to support a planning application so there are clearly benefits of working collaboratively to achieve the same result: an allocation in the District Plan followed by a successful planning application. It is important that the SPD is prepared</p>

Issue Number	Issue raised through consultation	Officer Response
		collaboratively with all relevant stakeholders, led by the two planning authorities.
Policy EWEL1- Land East of Welwyn Garden City		
11.47	Stevenage Borough Council suggests greater certainty is required over this site. This site should not be thought to be meeting the needs arising from the Stevenage and A1 Corridor HMA unless it can be shown that all alternative options have been considered. A site to the East of Stevenage should be considered.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Plan-making process has considered all alternative sites, including land to the east of Stevenage. There is a clear relationship between towns in the A1(M) and A414 corridors in both economic (travel to work) and housing terms. This site's location means it will meet the needs of the towns of Hertford and Welwyn Garden City along with smaller settlements in the vicinity, contributing to meeting the overall needs of the A414 and A1(M) corridors.</p>
11.48	Herts & Middlesex Wildlife Trust states that impacts on ancient woodlands, natural habitats and wildlife should be mitigated. There should be a suitable buffer created between the development and wildlife sites/woodlands/Panshanger Park to make them more resilient. An assessment of potential impacts on the local and wider ecological network of environmental assets needs to be considered. Consideration should also be given for a green infrastructure/habitat creation plan.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The proposals will include a number of open spaces including a large public park with sports facilities. The plans will also include improved access to Panhanger Park and other areas of woodland within the site. An assessment of all biodiversity assets will be carried out as part of the preparation of the masterplan process using a methodology established and approved by Herts Ecology. It is intended that buffer planting and landscaping will form part of the overall design of the scheme. Improvements to the ex-landfill site will create a net-increase in the wider ecological network of green spaces along this corridor. A long term habitat enhancement plan could be secured through the use of planning conditions.</p>
11.49	Hertfordshire Gardens Trust comments that these areas are the setting for the registered Panshanger Park which contains many listed buildings. It is a unique landscape which incorporates the work of landscape architects Capability Brown and Humphry Repton. The tranquillity of this park is very important.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Heritage Impact Assessment has been undertaken and its findings will be fed in to the masterplan. This includes creating areas of buffer between heritage assets and development. Large parts of the Brown and Repton landscapes have been diluted over time. While no specific amendment is proposed as a result of this response, this proposal offers an opportunity to incorporate these landscape principles into the overall design, enabling access to greater areas of open space than currently restricted through private ownership. Outside of the Plan-making process, there are plans being prepared by Tarmac to restore parts of the Park through their long-standing restoration plan.</p>
11.50	Resident is concerned that houses on Birchall Lane will be demolished, as a result of this development. Architectural plans should look to relate to our properties.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, this has been considered in the initial masterplanning work undertaken by the site promoter. The existing buildings along</p>

Issue Number	Issue raised through consultation	Officer Response
		Birchall Lane will be maintained and will be protected by appropriate buffers. This approach will be set out in the joint policy and will be detailed in the masterplan and SPD.
11.51	Gascoyne Cecil Estates support EWEL1 and would be keen to be involved in preparing a DPD working with EHC, WHBC, HCC and other key stakeholders including Hertingfordbury Parish Council. Gascoyne Cecil Estates have large land interests in the area, including in the villages collectively known as “the Greens”.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Since the consultation Gascoyne Cecil Estates has withdrawn their land from consideration and it will therefore not be a part of the developable area. As landowners in the vicinity of the site there will still be an opportunity to engage in the masterplan at the appropriate stage.</p>
11.52	Friends of Panshanger Park and others object to EWEL1 due to the impact on the irreplaceable heritage asset Panshanger Park. Wildlife and archaeology of the park will be negatively affected. The proposed development is contrary to NPPF.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Heritage Impact Assessment has been undertaken and its findings will be fed in to the masterplan. This includes creating areas of buffer between assets and development. Panshanger Park and its historic links to the wider Brown and Repton landscapes has been greatly diminished through mineral extraction and associated earthworks within the Park, and through the creation of the A414, which cuts through the southern-most section of the Park. It is the view of Officers that development will not negatively affect the historic significance of the Historic Park.</p>
11.53	Development will impact on the River Mimram and will lead to even lower water levels and threaten the water quality.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Developers will be expected to work closely with Thames Water to ensure appropriate management of water supply and waste water.</p>
11.54	Hertingfordbury Parish Council comment that infrastructure deficits need to be addressed before development can take place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is not the role of development to remedy existing deficits. Section 106 regulations are quite clear that development should mitigate for impacts arising from development. The proposed infrastructure to be provided to support this development will go some way to address existing issues by providing new services including bus networks, local retail, employment and education facilities.</p>
11.55	Hertingfordbury Parish Council seeks to ensure that affordable housing is offered to residents within the Parish before being offered to external people.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The District Council holds and maintains the local register of those in need of affordable homes. Properties will be nominated using agreed criteria, some of which refer to local links. Part of the new affordable housing provision will be through the creation of Starter Homes, which will be open to anyone who wishes to purchase their first home.</p>

Issue Number	Issue raised through consultation	Officer Response
11.56	WHBC objects to the way EHC have dealt with the green belt boundary. The location of this development will require a change in the WGC green belt boundary. EHC have completed green belt studies at local/strategic level but not included any joint green belt work with WHBC.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Since the consultation, joint work has been undertaken by officers of both authorities to ensure an appropriate approach to Green Belt is taken. It is the view of Officers that the Green Belt boundary will be redrawn along stronger identifiable boundaries. This intention will be set out in the joint policy and will be detailed in the Policies Map of each local plan.</p>
11.57	Waitrose support the proposed development and request to be updated. The masterplan will enable feasibility work to be undertaken on the appropriate level of retail to be provided through the development given their existing store in Welwyn Garden City town centre.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. While no specific amendment is proposed as a result of this response, it is the view of Officers that the retail provided as part of this development should be in the form of a Neighbourhood Centre (within East Herts) and a Local Centre (within Welwyn Hatfield). These centres would perform a local role providing for day-to-day convenience retail (top-up shopping) and community facilities rather than competing with the town centre.</p>
11.58	Thames Water would be interested to comment on the DPD with regards to network, supply and treatment infrastructure.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Thames Water will be a key stakeholder in the production of a masterplan and subsequent SPD.</p>
11.59	This development will cause an increase in light and air pollution impacting on Panshanger Park.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While no specific amendment is proposed as a result of this response, appropriate distances will be maintained between the Park and the development area of the site. District Plan policy EQ4 prescribes how issues of air quality should be considered as part of specific development proposals.</p>
11.60	English Heritage (now Historic England) would like to engage further on the development of plans for this site and other surrounding Panshanger Park, including land to the west of Hertford. Historic England feels as if the evidence base for this development is incomplete. A study should be carried out in line with Historic England advice on managing change within the settings of heritage assets. Historic England request to be directly involved in the study.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As per the request of Historic England, a Heritage Impact Assessment was commissioned using a brief that was approved by Historic England officers. They have also provided comments on drafts of the final Assessment. The recommendations of the HIA will inform the masterplan.</p>
11.61	Part I - HCC Schools support Part I of policy EWEL1 which identifies the need to test the feasibility of this site providing residential and supporting infrastructure uses.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. Following the Preferred Options consultation, the Council commissioned consultants to undertake a technical piece of work called the Delivery Study. This study assessed</p>

Issue Number	Issue raised through consultation	Officer Response
		the deliverability and financial viability of development to the east of Welwyn Garden City. In addition, the Council is working with site promoters in order to prepare a collaborative masterplan which will identify what the development will look like and how it will be delivered. As a whole, Officers consider that the evidence base provides a robust case for allocation of this site within the District Plan and to inform an understanding of the infrastructure required to support the development.
11.62	Part II- HCC Schools support Part II of policy EWEL1 as they would need to be involved in progressing this site.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. Officers from the County Council Education and Property teams have been engaged in the plan-making process so far and will continue to be engaged in the preparation of a masterplan for this site.</p>
11.63	Careful consideration will be needed to ensure development here does not conflict with Policy HA8 – Historic Parks and Gardens. English Heritage (now Historic England) recommends undertaking an assessment of the sensitivity and capacity of this area for development, which should include consideration of the cumulative impacts of all developments in the vicinity. This should be done collaboratively with a stronger commitment to joint working.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As per the request of Historic England a Heritage Impact Assessment was commissioned using a brief that was approved by Historic England officers. They have also provided comments on drafts of the final Assessment. While no specific amendment is proposed as a result of this response, the recommendations of the HIA will inform the masterplan. The Assessment was commissioned and project managed jointly between Welwyn Hatfield and East Herts officers.</p>
11.64	Policy EWEL1 Part III (b) - English Heritage (now Historic England) are pleased to see reference to design codes and the approach to Garden City principles, given that the site adjoins WGC.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. The policy will set the requirement for the development to meet Garden City principles which inform the masterplan and SPD for this site.</p>
11.65	Policy EWEL1 Part III (b) - Gascoyne Cecil Estates has an adopted building code for the Hatfield House Estate and would wish the document to influence and ensure high quality design. The site should be comprehensively planned to ensure a high quality approach to building design, layout and the wider landscape.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Hatfield House Design Code is very detailed and specific to that particular setting. While no specific amendment is proposed as a result of this response, a similar approach to design will be incorporated into the Supplementary Planning Document, which will be comprehensively planned.</p>
11.66	Policy EWEL1 Part III. (b), (c) and (d) - WHBC state that as this land would function as part of WGC these aspects of the DPD will need to be consistent with the approach taken in WGCs Local Plan. Development in this location should	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Policy will be re-written jointly with Welwyn Hatfield officers and will incorporate Garden City principles. The Supplementary Planning Document will also be jointly prepared.</p>



Issue Number	Issue raised through consultation	Officer Response
	follow Garden City principles.	
11.67	Policy EWEL1 Part III. (c) - Bungalows are needed to accommodate an ageing population alongside essential local community facilities.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>A wide range of accommodation will need to be provided on this site to ensure a mixed and sustainable community. Local services such as retail, employment and education facilities will ensure that there are focal points of community activity for new and existing residents. This will be written in to the policy and the detail resolved through the SPD.</p>
11.68	Policy EWEL1 Part III (e) - Gascoyne Cecil Estates wish to ensure that new development proposals are in accordance with their adopted Building Design Codes and masterplanning standards, adhering to the principles of the 'Green Corridor Strategy' which includes opportunities to: link existing green infrastructure assets, improve footpaths/cycle routes and minimise visual coalescence between settlements.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposals will include a number of open spaces including a large public park with sports facilities. The plans will also include improved access to Panhanger Park and other areas of woodland within the site. Improvements to the ex-landfill site will create a net-increase in the wider ecological network of green spaces along this corridor. While no specific amendment is proposed as a result of this response, this development offers the unique opportunity to improve and enhance green infrastructure networks such as the Cole Green Way as a strategic 'green' route between the two towns and settlements in between.</p>
11.69	Policy EWEL1 Part III (e) - HCC state that the DPD area includes woodland wildlife sites that must not become isolated by new development. There should be corridors linking these sites.	<p><b>No amendment to Plan in response to this issue</b></p> <p>An assessment of all biodiversity assets will be carried out as part of the preparation of the masterplan using a methodology established and approved by Herts Ecology. While no specific amendment is proposed as a result of this response, it is intended that buffer planting and landscaping will form part of the overall design of the scheme. Improvements to the ex-landfill site will create a net-increase in the wider ecological network of green spaces along this corridor. A long term habitat enhancement plan could be secured through the use of planning conditions.</p>
11.70	Policy EWEL1 Part III. (e) - Herts Ecology supports this part of the policy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. The requirement to plan appropriately in relation to natural and historic assets will remain a key principle in the development of this site and the details of such measures will be included in the masterplan and SPD.</p>
11.71	Policy EWEL1 Part III (e) - Herts & Middlesex Wildlife Trust comment that development needs to avoid impacting on natural and historic assets, and to plan to mitigate and compensate for unavoidable impacts, providing net gains to	<p><b>No amendment to Plan in response to this issue</b></p> <p>An assessment of all biodiversity assets will be carried out as part of the preparation of the masterplan using a methodology established and approved by Herts Ecology. While no specific</p>

Issue Number	Issue raised through consultation	Officer Response
	biodiversity through maintaining, restoring and enhancing ecological networks. A long-term green infrastructure and habitat enhancement plan should be prepared. This will need to take account of impacts on woodlands in the area and within Panshanger Park such as from recreation, dog walking and cat predation.	amendment is proposed as a result of this response, it is intended that buffer planting and landscaping will form part of the overall design of the scheme. Improvements to the ex-landfill site will create a net-increase in the wider ecological network of green spaces along this corridor. Such improvements may act as an alternative destination for recreational purposes to Panshanger Park. A long term habitat enhancement plan could be secured through the use of planning conditions. Issues such as cat predation can be managed by appropriate buffer and boundary treatments.
11.72	Policy EWEL1 Part III (e) - WHBC suggest it would be helpful if the DPD could address green infrastructure on a wider scale by improving the green links along the Mimram and Lea Valleys.	<p><b>No amendment to Plan in response to this issue</b></p> <p>This development offers the unique opportunity to improve and enhance green infrastructure networks in line with Welwyn Hatfield's plan to enhance the green infrastructure corridor along the Mimram and Lea Valley corridors and beyond.</p>
11.73	Policy EWEL1 Part III. (f), (g) and (h) - Development needs to be sustainable in design, which takes account of climate change issues.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The policy will set out the requirement for the development to incorporate sustainable design standards. This level of detail can be further secured through the detailed masterplan and SPD.</p>
11.74	Policy EWEL1 Part III (g) - Gascoyne Cecil Estates questions the type of District Heating system envisaged and its impact on the Green Belt.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>It is acknowledged that this criterion is too prescriptive and should be deleted. Instead, it is expected that development proposals should comply with the provisions of district-wide policies in the Plan, notably, the Climate Change chapter.</p>
11.75	Policy EWEL1 Part III (g) - WHBC objects to criteria (g) as it is not clear from the document that EHC have the necessary evidence to show that this is a practical provision.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>It is acknowledged that this criterion is too prescriptive and should be deleted. Instead, it is expected that development proposals should comply with the provisions of district-wide policies in the Plan, notably, the Climate Change chapter.</p>
11.76	Policy EWEL1 Part III (i) - Gascoyne Cecil Estates questions the need for a new Secondary school to cater for 1,700 dwellings. Landowners/developers should only have to produce facilities in relation to their development and not the wider area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The overall development will be for between 2,500 and 3,000 homes. This will generate a need for between five and six forms of entry. The latest advice from Herts. County Council is that there is a need for approximately 10 forms of entry within Welwyn Garden City. Work is currently ongoing to establish a suitable site for another school to serve the town. In order to future-proof the site against rising needs throughout the Plan period it is appropriate to plan for a site to accommodate at least a six-form entry school, with the potential to expand for eight forms of entry in the future. The latest information will be reflected in the policy.</p>

Issue Number	Issue raised through consultation	Officer Response
11.77	Policy EWEL1 Part III (i) - HCC Schools support this aspect of the policy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted.</p>
11.78	Policy EWEL1 Part III (i) - Sport England objects to criteria (i) due to the omission of a specific need to provide indoor and outdoor sports facilities as part of the social infrastructure.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>It is envisaged that the secondary school will be constructed to a design that can accommodate community use of both indoor and outdoor facilities, through a secondary access from Panshanger Lane. Outdoor pitches will also be included in the masterplan along with facilities to enhance Moneyhole Lane Park, in conjunction with the development at the former Panshanger Aerodrome, which will be allocated in the Welwyn Hatfield Local Plan for residential development. This will be written in to the policy and the detail resolved through the SPD.</p>
11.79	Policy EWEL1 Part III (l) - Gascoyne Cecil Estates questions the meaning of “wider strategic and local highways mitigation measures”. What impacts are envisaged along the A414 and A1(M).	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Wider strategic highways mitigation measures include alterations to the strategic road network such as the A414 junctions immediately adjacent to the site. Birchall Lane will also require improvements through alterations to its alignment plus additional access points to serve the development. The cumulative impacts of which will form part of ongoing discussions with Herts. County Council Highways. The policy will be re-written and the detail resolved through the SPD.</p>
11.80	Policy EWEL1 Part III (m) - Gascoyne Cecil Estates questions the sort of sustainable transport measures proposed?	<p><b>No amendment to Plan in response to this issue</b></p> <p>The masterplan of the site will ensure that walking and cycling routes receive a high priority in the network hierarchy, ensuring that routes for pedestrians, cyclists and buses are more direct than for private vehicles in order to encourage a modal shift. While no specific amendment is proposed as a result of this response, new and enhanced bus routes will be required to serve the development and to connect to the town centre. This detail will be covered in the masterplan and SPD.</p>
11.81	Policy EWEL1 Part III (n) - Gascoyne Cecil Estates questions the level of retail and employment envisaged? Should be re-phrased to read “create a balanced mix of uses in a coherent form”.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The type and quantum of retail and employment facilities will be detailed in the masterplan. Officers currently envisage that two local centres will be required containing local retail and community facilities. Employment land should be allocated along Birchall Lane itself to ensure it is visible and accessible. The policy will be re-written to refer to the possible variety of uses.</p>
11.82	Policy EWEL1 Part III (o) - Gascoyne Cecil Estates suggests rephrasing as “include appropriate measures for long term governance and management of recreational	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>This detail will be covered in the masterplan and SPD. The policy will be re-written to ensure the long-term management of community assets are planned for and do not become a financial or</p>

Issue Number	Issue raised through consultation	Officer Response
	areas, green infrastructure and strategic landscaping.	administrative burden for future occupiers, users or the local authorities.
11.83	Policy EWEL1 Part III (r) - Gascoyne Cecil Estates believes criteria (r) should be rephrased to “all necessary infrastructure reasonably related in scale and kind to the proposed development”.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The policy will be more specific about the expected provision of or contributions to necessary infrastructure. This detail will be covered in the masterplan and SPD.</p>
11.84	Policy EWEL1 Part III. (s) - HCC Schools support this aspect of the policy	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted.</p>
11.85	Policy EWEL1 Part III (t) - Gascoyne Cecil Estates believe that criterion (t) is unnecessary.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Agreed. The Plan should be read as a whole. However, the inclusion of this type of reference is necessary when there are matters of detail in other parts of the Plan that may be relevant and not appropriate to repeat in this site-specific policy. The re-written policy will need to refer to the two Local Plans and to the Hertingfordbury Neighbourhood Plan where appropriate.</p>
11.86	Policy EWEL1 Part V- English Heritage (now Historic England) welcomes the provision of a Country Park as a condition. Improving access to the Park will help to promote public appreciation of this valuable historic landscape. The Park should form part of a robust barrier to coalescence between the two towns not the only barrier.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. Interestingly, the Friends of Panshanger Park object to this criterion (see Issue 11.89 below). The re-written policy will not refer to Panshanger Park except in terms of improving access to it in the context of improving green infrastructure networks in general. Setting out the role of the Park and the necessary approach to buffers and boundary treatments will meet the ambitions of Historic England without confusing matters about previous development obligations.</p>
11.87	Policy EWEL1 Part V - Herts Ecology and WHBC support this aspect of this policy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed. However, the Friends of Panshanger Park object to this criterion (see Issue 11.89 below).</p>
11.88	Policy EWEL1 Part V- English Heritage (now Historic England) states that there needs to be a distinction between the Panshanger Country Park, Panshanger Park and the Panshanger Estate.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The re-written policy will not refer to Panshanger Park except in terms of improving access to it in the context of improving green infrastructure networks in general. The role of the Park and the necessary approach to buffers and boundary treatments will meet the ambitions of Historic England without confusing matters about previous development obligations.</p>

Issue Number	Issue raised through consultation	Officer Response
11.89	Policy EWEL1 Part V - This section states “A new Country Park shall be provided...”. This is not a correct description of the current situation. This has been planned for 30 years and its opening to the public cannot become a condition of building proposed homes. This error could jeopardise the integrity of the plan.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The re-written policy will not refer to Panshanger Park except in terms of improving access to it in the context of improving green infrastructure networks in general. The role of the Park and the necessary approach to buffers and boundary treatments will meet the ambitions of Historic England without confusing matters about previous development obligations.</p>
11.90	Policy EWEL1 Part V- Gascoyne Cecil Estates state that there should be no linkage between the new housing at EWEL1 or WGC5 and the restoration of Panshanger Country Park.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The re-written policy will not refer to Panshanger Park except in terms of improving access to it in the context of improving green infrastructure networks in general. The role of the Park and the necessary approach to buffers and boundary treatments will meet the ambitions of English Historic England without confusing matters about previous development obligations.</p>
11.91	Gascoyne Cecil Estates object to the part of the site within Welwyn Hatfield known as WGC5, particularly on the southern edge along the A414 for reasons of coalescence (between Welwyn Garden City and Hatfield), visual impact on the historic villages of Essendon and West End and on Hatfield House and Historic Park. The rising topography of the land will make development visually prominent.	<p><b>No amendment in response to this issue</b></p> <p>The jointly commissioned Heritage Impact Assessment for Panshanger Park and its Environs has considered the potential impacts of development in this area on the setting of the Grade I listed building and Historic Park and Garden of Hatfield House. The report indicates that there may be an encroachment into the broad rural countryside setting to the east of the House. However, the distance between the development site and the House is still far enough that impacts are somewhat mitigated. The masterplan for the development will ensure that mitigation is provided through landscaping and design principles. The proposed development site may be visible in very long views from the villages of Essendon and West End, but these views are disrupted by other landscape features including the A414 itself. However, given the distance of the village from the site, Officers consider that there is no harm to the setting of the Essendon Conservation Area, or on the outlook from high points in the village.</p>
11.92	Gascoyne Cecil Estates as landowner of large tracts of land in this area take a long-term view to the management of their landholding and consider that the aims of the draft policy could bring substantial benefits to Welwyn Garden City.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted. It is the intention that development brings benefits to existing and new communities.</p>

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 12 – GILSTON AREA: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION

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WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 12 (Gilston Area) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 12 (Gilston Area) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed.</b>

#### 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

- 1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.
- 1.3 This report presents the Issue Report for the Gilston Area at **Essential Reference Paper 'B'**.
- 2.0 Report
- 2.1 The Issue Report summarises the issues raised through the Preferred Options Consultation and the issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and then sets out whether or not it is proposed that any subsequent proposed amendments to the text or policies of the draft Plan be made as a result.
- 2.2 As there have been significant advances in the technical evidence available to support the development strategy, and changes in local and wider circumstance since the publication of the Preferred Options version of the Draft Plan, it is considered appropriate that each of the settlement chapters be rewritten to take these factors into account rather than presenting a 'track change' iteration of the previous version. Therefore, unlike the approach taken for the Topic Chapters, the Issue Report for this Settlement Chapter does not specify a form of wording that any proposed amendment should take.
- 2.3 In consequence, it is likewise not proposed that amendments are shown in the form of 'track changes' for the settlement chapters. Instead, a revised chapter, which incorporates any proposed necessary amendments to the Plan identified in the Issue Report, will be brought before Members for consideration at the District Planning Executive Panel meeting on 25<sup>th</sup> August, along with the relevant Settlement Appraisal.
- 2.4 As Members will recall, a report was presented to this Panel on 24<sup>th</sup> May 2016 which sought support for the submission of an expression of interest to Government for a Garden Village or Garden Town in relation to the Gilston Area. The report identified that it is the view of Officers that the Gilston Area should be identified as an allocation for 10,000 new homes, to be delivered



in this plan period and beyond, within the forthcoming 'Publication' stage of the District Plan. This position is confirmed within the Issue Report presented in **Essential Reference Paper 'B'**. Members are invited to agree the Issue Report as a basis for informing a redrafted chapter on Gilston Area in the final draft 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Submission 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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Issue Number	Issues raised through consultation	Officer Response
<b>General Issues</b>		
12.0	Sawbridgeworth Town Council, High Wych Town Council, Hunsdon Parish Council, Much Hadham Parish Council and Eastwick and Gilston Parish Council, along with a number of individuals, support the STOP Harlow North campaign and the submission made which details a number of objections to development in the Gilston Area as set out in the draft District Plan.	Officer responses to the issues raised in the STOP Harlow North submission are addressed within this document below.
12.01	STOP Harlow North states that East Herts Council has changed its mind about development in this location, having opposed it previously through the East of England Plan.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The area to the north of Harlow was previously identified under a very different planning context as part of the East of England Regional Plan. At that time the site was identified in order to help meet the housing needs of the wider region. Following the abolition of the East of England Plan, it became the responsibility of local planning authorities to identify, and plan for, their full objectively assessed housing needs. The Strategic Housing Market Assessment identifies that East Herts housing need is for 16,390 homes up to 2033. Having undertaken a thorough assessment of all options, the Gilston Area is considered to be a sustainable location for development which will help meet a significant proportion of East Herts' housing needs, both within the current plan period and beyond.</p>
12.02	STOP Harlow North and others state that the Green Belt is of special significance as identified by the Green Belt Review 2013. In addition, exceptional circumstances do not exist to enable Green Belt release in this location.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is acknowledged that the Green Belt Review 2015, which has replaced the document produced in 2013, identifies that land in that location performs an important role in Green Belt terms. However, in formulating the development strategy for the District, the Council has to have regard to the evidence base as a whole. Having done so, it is considered that the Gilston Area represents a sustainable location for development. Housing need does represent the exceptional circumstances required to review the Green Belt. This</p>

Issue Number	Issues raised through consultation	Officer Response
		was confirmed by a Planning Inspector during an advisory visit to the Council in early 2016.
12.03	STOP Harlow North states that the Council should consider not meeting its full housing needs due to the environmental constraints that exist.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Should the Council submit a Plan which does not meet the full objectively assessed needs of the District, it is highly unlikely that it would be found 'sound' at Examination. Only the lower third of the District is within the Green Belt. The Council could adopt a strategy whereby no Green Belt land is released, however this would result in having to provide significantly more development within the more rural area to the north of the District which is not considered to be a sustainable approach.</p>
12.04	STOP Harlow North states that the URS Sustainability Appraisal is flawed as it is too general and does not fully pick up adverse effects.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Sustainability Appraisal is a high level, strategic document which assesses the sustainability of sites against the reasonable alternatives, taking into account a range of objectives.</p>
12.05	STOP Harlow North states that, while the landscape is not designated, it does have intrinsic quality. The Harlow Development Corporation report from 1974 acknowledged that the 'Hertfordshire Hills' to the north of the town should not be breached.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While not designated, the quality of the landscape in this location is recognised. The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like. A key aspect of this document will be to ensure that the development integrates well with the landscape and that any negative impacts are mitigated as much as possible.</p>
12.06	STOP Harlow North indicates that the land is Grade 2 and 3a agricultural land and the Paragraph 112 of the NPPF states that LPA's should seek to use poorer quality land in preference to higher quality land.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The NPPF does encourage local planning authorities to avoid development of good quality agricultural land wherever possible. However, much of the agricultural land in East Hertfordshire is regarded as being of high quality. It would therefore not be possible for the District to meet its substantial level of housing need without some carefully planned development on higher quality land.</p>

Issue Number	Issues raised through consultation	Officer Response
12.07	STOP Harlow North states that development would lead to a negative environmental impact, largely due to increased surface water run off which would particularly affect the Stort Valley and Hunsdon Mead SSSI.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like and how it will be delivered. In part, the Framework will seek to ensure that areas of environmental and historical importance are protected and enhanced. Sustainable drainage techniques will be utilised in order to ensure that surface water run off does not increase.</p>
12.08	STOP Harlow North states that a full Habitats Regulations Assessment is required due to impacts on the nearby Special Protection Area and Ramsar Site. There are also numerous wildlife sites, Scheduled Monuments, Areas of Archaeological Significance and historic gardens, most notably the Gilston Estate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Habitats Regulation Assessment was undertaken in support of the Preferred Options District Plan. This is now being updated with our neighbouring authorities and will be presented to Members alongside the final version of the District Plan in September 2016. However, the evidence so far suggests this would not provide a constraint to development in the Gilston Area.</p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like. In part, the Framework will seek to ensure that areas of environmental and historical importance are protected and enhanced wherever possible.</p>
12.09	STOP Harlow North states that the development would be located under the flight path for Stansted Airport.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area lies outside the area of concern as defined by noise contour maps. The area is also outside flight safety zones. Recent changes to flightpath navigation systems have greatly reduced the area of land overflown during take-off and landing.</p>
12.10	STOP Harlow North states that development would impact negatively on air quality and would increase traffic levels through Sawbridgeworth and Bishop's Stortford where there are existing air quality issues.	<p><b>No amendment to Plan in response to this issue</b></p> <p>District Plan policy EQ4, which is located within Chapter 24 (Environmental Quality), prescribes how issues of air quality should be considered as part of specific development proposals.</p>

Issue Number	Issues raised through consultation	Officer Response
12.11	STOP Harlow North states that there are issues with water supply and the capacity of Rye Meads Sewage Treatment Works.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has liaised with Thames Water throughout the plan making process. Thames Water has advised that Rye Meads STW has capacity to cater for all known growth in the wider sub-region up to, and beyond the end of plan period in 2033. In addition, the Council has also engaged with the relevant water providers in order to ensure that the proposed level and location of growth can be provided for.</p>
12.12	STOP Harlow North and others state that the development would lead to severe transport issues, particularly as there is no prospect of delivering a new Junction 7a or A414 bypass to the M11.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Essex County Council has undertaken transport modelling on behalf of the four authorities who make up the East Herts/West Essex housing market area. The modelling demonstrates that the road network can cater for the planned level of growth providing that key mitigation schemes are delivered. These include improvements to Junctions 7 and 8 of the M11 and the provision of a new Junction 7a within the plan period. More local improvements will also be required, including dualling of the existing crossing from the A414 into Harlow and the provision of a second crossing.</p> <p>A Memorandum of Understanding (MoU) is being prepared, which will be signed by Highways England, Essex and Hertfordshire County Councils and the four local authorities that comprise the housing market area (including East Herts). The MoU will confirm that the respective authorities will work collaboratively to identify, develop and deliver highway infrastructure schemes in order to support housing growth.</p>
12.13	STOP Harlow North states that there is insufficient public transport to cope with the development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Discussions have taken place during the plan making process with the relevant Train Operating Companies and Network Rail and are ongoing. Hertfordshire County Council is currently in the process of updating its Rail Strategy which will also influence how train services can adapt to growing demand.</p>



Issue Number	Issues raised through consultation	Officer Response
		<p>The need for additional capacity on the Liverpool Street line has been highlighted through several mechanisms and the four-tracking of the line between the Tottenham Hale and Broxbourne areas has been included in Network Rail's recently published Anglia Route Study, March 2016. This currently anticipates potential commencement within Control Period 6 (i.e. between 2019-2024).</p> <p>In addition, new or extended bus services will be provided in order to serve the new development.</p>
12.14	STOP Harlow North states that there is already a strain on community facilities including schools and Princess Alexandra Hospital.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As part of the Gilston Area development, five new primary schools (a total of 15FE) and two new secondary schools (a total of 12FE) will be provided. The Council has worked closely with Hertfordshire County Council, as education authority, throughout the plan making process. HCC has undertaken modelling in order to forecast the level of provision for both primary and secondary education that would be required over the course of the plan period. The modelling shows that the proposed level of provision would be sufficient.</p> <p>The Co-operation for Sustainable Development Member Board, of which East Herts is part, has engaged with representatives from Princess Alexandra Hospital. Given the constraints associated with the existing site, the hospital Trust is keen to explore the possibility of relocating the facility to an alternative location. Discussions are currently at an early stage, and a preferred location in the Harlow area has not yet been identified. In addition, the Government will not be making a decision on whether to fund a new hospital until Autumn 2016. However, it is considered that the Gilston Area could provide a suitable location for a relocated hospital, and as such, the District Plan will include this possibility as an option to be further explored.</p>
12.15	STOP Harlow North states that development would compete with Harlow rather than assist with regeneration.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area will provide new homes, services and facilities for</p>

Issue Number	Issues raised through consultation	Officer Response
		<p>the benefit of existing and future residents. However, development may also have a beneficial impact on the regeneration of Harlow by re-balancing the housing offer in that area and attracting skilled workers to the town.</p> <p>The Gilston Area will provide local retail facilities and employment opportunities in order to serve the new community. However, these units would not be of a scale where they would have a significant negative impact on existing town centres.</p>
12.16	STOP Harlow North states that development would result in the potential coalescence of Harlow with Eastwick, Gilston, High Wych and Sawbridgeworth, and would also impact upon Widford, the Hadhams and Hunsdon.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is acknowledged that development in this location would have a direct impact on the villages of Eastwick and Gilston, although this would be mitigated as far as possible through the use of appropriate buffers and landscaping.</p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like. A key principle of this emerging document is that development should be confined to the lower part of the site thereby ensuring that there are no coalescence issues with Hunsdon, Widford and the Hadhams. The northern part of the site, which comprises plateaus of higher ground including Hunsdon Airfield will not be developed. These areas will provide new green spaces for the benefit of new and existing residents. Appropriate landscaping buffers will also ensure that any impact on High Wych and Sawbridgeworth can be mitigated.</p>
12.17	STOP Harlow North states that development would impact on the viability of town centre shops and services in Sawbridgeworth, Bishop's Stortford, Hertford and Ware.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area will provide local retail facilities and employment opportunities in order to serve the new community. However, these units would not be of a scale where they would have a significantly negative impact on existing town centres.</p>
12.18	STOP Harlow North states that consideration should be given to development proposals around Harlow as a whole as there is a strong	<p><b>No amendment to Plan in response to this issue</b></p>

Issue Number	Issues raised through consultation	Officer Response
	case for land allocations both to the east and west of Harlow.	Agreed. Following the District Plan Preferred Options consultation, the Council has worked closely with its neighbouring authorities within the housing market area as part of the Co-operation for Sustainable Development Board. As part of this ongoing joint working, the authorities have commissioned consultants to undertake a sustainability assessment of all potential development options on the periphery of Harlow. It is likely that, in order to meet their own housing needs, Harlow and Epping Forest Councils will need to allocate sites on the existing edge of Harlow. The Gilston Area has been identified by this Council as a sustainable location to meet a significant proportion of the Districts housing needs in this plan period and beyond.
12.19	Object to the name "Gilston Area" – implies a small development in a village location, rather than an urban extension.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The name 'Gilston Area' was chosen to help communicate the fact that, while assisting with the regeneration of Harlow, the development is proposed by this Council in order to help meet the housing needs of East Herts. In addition, given that the Gilston Area is separated from Harlow by the Stort Valley, it would be inaccurate to simply describe it as an urban extension.</p>
12.20	Development would result in the destruction of the north bank of the Stort Valley.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The vast majority of development in this location would take place north of the A414. The only works that would be required in the immediate vicinity of the Stort Valley would involve the dualling of the existing Stort crossing and the provision of a second crossing further east. The plans include proposals to protect and enhance the environment of the Stort Valley.</p>
12.21	Object to the assumption that unmet need from elsewhere in the District should be directed to Gilston	<p><b>No amendment to Plan in response to this issue</b></p> <p>Work on housing need at the local level was undertaken in order to inform the Preferred Options document. This suggested that the level of need arising from certain locations in the District could not be met in those areas, and therefore, this need could be met by the</p>

Issue Number	Issues raised through consultation	Officer Response
		<p>Gilston Area.</p> <p>The Districts objectively assessed housing need is for 16,390 homes by 2033. The Gilston Area has been identified as a sustainable location to meet a significant proportion of this need, both within this plan period and beyond. The quantum of development to be provided within this plan period will be considered through the Settlement Appraisal for the Gilston Area. This will be presented to Members in August.</p>
12.22	<p>The South East is one of the most densely populated areas in the world. Any more development will lower quality of life.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>National planning policy requires that local planning authorities should seek to meet their objectively assessed housing needs. In the case of East Herts, the level of need has been identified as 16,390 new homes by 2033.</p>
12.23	<p>Parishes in this area should be amongst the first to be invited to prepare neighbourhood plans.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Many Parish and Town Councils across the District are now preparing Neighbourhood Plans for their areas, including Eastwick and Gilston and Hunsdon Parish Councils.</p>
12.24	<p>The development is to appease Harlow, it is not for East Herts needs.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>All development that takes place in the Gilston Area, within the plan period and beyond, will help meet East Herts housing needs.</p>
12.25	<p>This is an landowner-led proposal and but for the resource and persistence of the owner would be most unlikely to have emerged.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Where landowners have undertaken significant work to promote a site it is important to carefully test the evidence to ensure that Local Planning Authorities can reach a sound conclusion and reduce the risk of a successful challenge. Having undertaken this work, the Gilston Area has been identified as a sustainable location for development. The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like.</p>

Issue Number	Issues raised through consultation	Officer Response
12.26	The Bishop's Stortford Civic Federation objects to the adverse traffic impacts of development in this area on Bishop's Stortford, since much of the traffic will head north on the A1184 to reach the M11.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Essex County Council has undertaken transport modelling on behalf of the four authorities who make up the East Herts/West Essex housing market area. The modelling demonstrates that the road network can cater for the planned level of growth providing that key mitigation schemes are delivered. These include improvements to Junctions 7 and 8 of the M11 as well as the provision of a new Junction 7a within the plan period which will reduce the amount of traffic using the A1184. More local improvements will also be required, including dualling of the existing crossing from the A414 into Harlow and the provision of a second crossing.</p> <p>A Memorandum of Understanding (MoU) is being prepared, which will be signed by Highways England, Essex and Hertfordshire County Councils and the four local authorities that comprise the housing market area (including East Herts). The MoU will confirm that the respective authorities will work collaboratively to identify, develop and deliver highway infrastructure schemes in order to support housing growth.</p>
12.27	Doubts about deliverability: until the full capacity of the broad locations has been tested along with the viability testing and consideration of infrastructure requirements, there remains considerable doubt about the 5,250 dwellings (Gilston and Ware) allocated in this manner. The NPPG states that "where sites are proposed for allocation, sufficient detail should be given to provide clarity to developers, local communities and other interests about the nature and scale of development (addressing the 'what, where, when, how' questions)" – Paragraph 10 ID12-10-20140306	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the Preferred Options consultation, the Council commissioned consultants to undertake a technical piece of evidence called the Delivery Study. This study assessed the deliverability and financial viability of development in the Gilston Area. In addition, The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like and how it will be delivered. As a whole, it is considered that the evidence base provides a robust case for allocation of the Gilston Area within the District Plan.</p>
12.28	No sustainability assessment has taken place to justify development in this location	<p><b>No amendment to Plan in response to this issue</b></p> <p>In combination, the Supporting Document and Sustainability</p>

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		Appraisal provide a robust and thorough analysis of all development options across the District. Through this work, the Gilston Area has been identified as a sustainable location to meet a significant proportion of the Districts housing needs, both in this plan period and beyond.
12.29	The principle of development in this location is supported however it is unclear whether development could come forward within the plan period given reliance on Junction 7a.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The transport modelling that has taken place to date identifies that a new Junction 7a on the M11 is needed in order to deliver the identified level of housing need across the wider sub-region. Essex County Council has recently undertaken a public consultation on the scheme, and should funding be secured, the new junction could be open by 2021.</p>
12.30	The Herts and Middlesex Wildlife Trust comments that significantly more detail is needed on the nature and layout of the development north of Harlow, how it will relate and impact upon the natural environment. A comprehensive, integrated and adequately resourced plan to maintain, restore and enhance habitat and Green Infrastructure networks across the area in the long-term should be secured. This should build on existing plans including the Stort Catchment Management Plan and the Lee Catchment NIA. Contributions to the management and enhancement of nearby important habitats and landscape features, such as the River Stort, Harlow Marsh Local Nature Reserve and Hunsdon Mead SSSI may be appropriate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Having undertaken further evidence based work following the Preferred Options consultation, it is the view of Officers that the Gilston Area should be allocated within the Publication version of the District Plan. The Policies Map, which accompanies the District Plan, will identify the proposed site boundary. In addition the Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like and how it will be delivered. A key aspect of this document will be to present a strategy which will protect and enhance environmental assets such as the Stort Valley.</p> <p>Following liaison with the site promoters in early 2016, the Herts and Middlesex Wildlife Trust has advised that the emerging proposals for the Gilston Area could provide significant opportunities to achieve a net gain in biodiversity through the creation of new habitats.</p>
12.31	As the area is not adjoining an existing town (separated by the Stort Valley from Harlow), it is not clear how the new communities would be able to sustainably access the necessary facilities, services and jobs.	<p><b>No amendment to Plan in response to this issue</b></p> <p>While the Gilston Area will be separated from Harlow by the River Stort, sustainable transport measures will be provided as part of the</p>

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		development which will allow residents to access the jobs and facilities that are available in Harlow. These measures include new and extended bus services and provision for walking and cycling.
12.32	Hertfordshire County Council comments that there is potential for mineral sterilisation in this area. The area is designated by the British Geological Survey as an almost continuous spreads of mineral beneath overburden. The broad location is close to mineral resource block numbers 1 and 7. Further investigation is required to establish the extent of mineral reserves and detailed studies for individual sites and they come forward for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the Preferred Options consultation, discussions have been ongoing with Hertfordshire County Council. As a result, it has been concluded that any substantial mineral working on this area would not prove beneficial. However, it should still be considered that some material could be used within the construction of the development itself.</p>
12.33	Hertfordshire County Council comments that the tests with 10,000 new homes have shown that despite the proposed scale of mitigation measures there are still significant delay and stress issues to resolve in the Harlow and Sawbridgeworth areas. There are also operational issues around the second Stort Crossing which have implications for the effectiveness of the scheme and its deliverability and there is need for further investigation on the scheme design and level of demand it may support.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the Preferred Options consultation, Essex County Council has undertaken transport modelling on behalf of the four authorities who make up the East Herts/West Essex housing market area. The modelling demonstrates that the road network can cater for the planned level of growth providing that key mitigation schemes are delivered. These include improvements to Junctions 7 and 8 of the M11 as well as the provision of a new Junction 7a within the plan period which will reduce existing pressures on the A1184 and routes through Harlow. More local improvements will also be required, including dualling of the existing crossing from the A414 into Harlow and the provision of a second crossing. Further work is currently ongoing in order to understand when the second Stort crossing will be required. The design of the scheme will be addressed through the planning application process.</p> <p>A Memorandum of Understanding (MoU) is being prepared, which will be signed by Highways England, Essex and Hertfordshire County Councils and the four local authorities that comprise the housing market area (including East Herts). The MoU will confirm that the respective authorities will work collaboratively to identify, develop and deliver highway infrastructure schemes in order to</p>

Issue Number	Issues raised through consultation	Officer Response
		support housing growth.
12.34	Hertfordshire County Council comments that if sustainable transport connections are not sufficient quality, the impact on the road network would be greater than forecast in the modelling, and would require more significant highway mitigation measures.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. This will need to be kept under review as part of ongoing modelling work.</p>
12.35	Natural England comments that the area north of Harlow is one of the main concerns with the draft Plan. The most significant issues with development north of Harlow: this would need to cross the Stort Valley with potential for significant environmental effects. However, in the absence of such a link road, there is a risk that traffic from the development would come into London via the B1393 and the A104, with resultant impacts on Epping Forest SAC.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The vast majority of development in this location would take place north of the A414. The only works that would be required in the immediate vicinity of the Stort Valley would involve the dualling of the existing Stort crossing and the provision of a second crossing further east. The plans include proposals to protect and enhance the environment of the Stort Valley.</p> <p>A Habitats Regulation Assessment was undertaken in support of the Preferred Options District Plan. This is now being updated with our neighbouring authorities and will be presented to Members alongside the final version of the District Plan in September 2016. This work assesses the potential impacts of development on Epping Forest and other designated sites. However, the evidence so far suggests this would not provide a constraint to development in the Gilston Area.</p> <p>A Memorandum of Understanding (MoU) is also being prepared, which will be signed by Natural England, the City of London Corporation, Essex and Hertfordshire County Councils and the four local authorities that comprise the housing market area (including East Herts). The MoU seeks to ensure that growth within the housing market area is managed in a way that avoids adverse effects on the integrity of Epping Forest Special Area of Conservation (SAC), particularly through deteriorating air quality.</p>
12.36	Historic England and Hertfordshire County Council (Historic Environment Unit) states that the Gilston Area contains three Scheduled Monuments, and may have many more currently unknown, undesignated heritage	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms,</p>



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	assets. The presence of such remains would be a constraint upon development in some parts of the area.	what the development will look like. In part, the Framework will seek to ensure that areas of environmental and historical importance are protected and enhanced.
12.37	Essex County Council comments that given the Phase 4 Greater Essex Demographic Forecast Study, which highlights the need for an additional 7,500 dwellings in Harlow (375 per year), and given the tight administrative boundaries for Harlow, it is recommended that consideration be given to meeting the existing and future needs of Harlow's local community.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Strategic Housing Market Assessment has been undertaken in order to assess the level of housing need across the housing market area.</p> <p>A Memorandum of Understanding (MoU) is being prepared, which will be signed by the four local authorities that comprise the housing market area, including East Herts. The MoU will identify the way in which identified housing needs will be distributed across the housing market area. In particular it will confirm that all four local authorities are committed to meeting their respective needs within their own administrative areas.</p>
12.38	Roydon Parish Council comments that development on this scale will require infrastructure in place either before or as development takes place.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Infrastructure Delivery Plan, to be presented to Members alongside the final District Plan in September, will provide a significant level of information with regards to infrastructure requirements and phasing. For the Gilston Area, information is also provided within the Delivery Study.</p>
12.39	Hertfordshire LEP, Places for People and City and Provincial Properties state that the Council should do more to bring forward development in this location and should not rely on a separate DPD.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The Gilston Area was identified within the Preferred Options version of the District Plan in 2014 as a 'Broad Location for Growth' for the delivery of 5,000 to 10,000 new homes along with supporting infrastructure such as schools, roads and healthcare facilities.</p> <p>Since undertaking the Preferred Options consultation, the Council has continued to gather a significant amount of technical evidence. The SHMA confirms that the District's objectively assessed housing</p>

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		<p>need is for nearly 16,390 new homes during the period to 2033. Meanwhile, the Delivery Study concluded that development within the Gilston Area is financially viable, and that a scheme of 10,000 dwellings has the potential to become 'developable' subject to the successful resolution of certain key issues.</p> <p>Given the evidence that is now in place, Officers consider that the Gilston Area should be identified as a location for 10,000 new homes, to be delivered in this plan period and beyond, within the forthcoming 'Publication' stage of the District Plan.</p>
12.40	<p>Harlow Infrastructure Study Stage 2 (March 2010) identified an infrastructure deficit of £753 million. Hertfordshire Infrastructure and Investment Strategy concluded that CIL would be unable to fill the gap and that major public funding would be required.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Infrastructure Delivery Plan, to be presented to Members alongside the final District Plan in September, will provide a significant level of information with regards to infrastructure requirements and phasing. The Gilston Area will provide a range of infrastructure on site including schools, roads and healthcare facilities.</p> <p>Development across the wider sub-region is dependent on the delivery of strategic transport infrastructure schemes such as a new Junction 7a on the M11. A Memorandum of Understanding (MoU) is being prepared, which will be signed by Highways England, Essex and Hertfordshire County Councils and the four local authorities that comprise the housing market area (including East Herts). The MoU will confirm that the respective authorities will work collaboratively to identify, develop and deliver highway infrastructure schemes in order to support housing growth.</p>
12.41	<p>Water supply company likely to struggle to meet demand resulting from 10,000 additional dwellings, despite policies WAT3, 4, and 5. Of little comfort to state that the utilities company are under a statutory obligation to provide their services.</p>	<p><b>No amendment to Plan in response to this issue</b></p> <p>Throughout the Plan making process, the Council has engaged with the relevant water providers in order to ensure that the proposed level and location of growth can be provided for. The water companies have not objected to the proposed scale or location of development in East Herts.</p>

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12.42	Hospital in Harlow could not cope with increase in patients. There is inadequate health related infrastructure generally.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area will provide new healthcare facilities on site in order to serve the development.</p> <p>The Co-operation for Sustainable Development Member Board, of which East Herts is part, has engaged with representatives from Princess Alexandra Hospital. Given the constraints associated with the existing site, the hospital Trust is keen to explore the possibility of relocating the facility to an alternative location. Discussions are currently at an early stage, and a preferred location in the Harlow area has not yet been identified. In addition, the Government will not be making a decision on whether to fund a new hospital until Autumn 2016. However, it is considered that the Gilston Area could provide a suitable location for a relocated hospital, and as such, the District Plan will include this possibility as an option to be further explored.</p>
12.43	Proposals consist mainly of housing, with very little related employment, and high-levels of out-commuting. Too much reliance on Harlow for employment opportunities, which would exacerbate traffic and transport problems.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area would provide local employment opportunities within the neighbourhood centres as well as schools and healthcare facilities. However, the proximity to Harlow means that there are more significant opportunities for employment nearby including the Enterprise Zone. These will be able to be accessed by residents of Harlow using sustainable modes of transport including buses as well as walking and cycling.</p>
12.44	Alternative option for a new settlement elsewhere in the District should be rigorously tested.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Supporting Document, which is available to view on the Councils website, did assess a number of potential locations for a new settlement in East Herts. However, these options were ruled out, either due to sustainability issues, or the fact that they would not be deliverable within the plan period.</p>
12.45	Epping Forest District Council notes the longer-term proposals for the Gilston area, and to encourage continued Member and senior officer co-	<p><b>No amendment to Plan in response to this issue</b></p>

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	operation and joint working, also involving Harlow Council, to monitor development progress in relation to other strategic planning and infrastructure issues in that general area.	All three authorities are part of the Co-operation for Sustainable Development Group which was set up in order to address cross boundary issues within the housing market area.
12.46	Harlow Council considers that the draft Plan misses an opportunity to take the necessary long-term view to meet the compelling development needs across the Harlow and M11 Corridor Housing Market Area. The draft plan establishes a preferred approach to development across the East Herts area in advance of the outcome of co-operation with neighbouring Councils currently underway in seeking to fulfil the mandatory Duty to Co-Operate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Strategic Housing Market Assessment has been undertaken in order to assess the level of housing need across the housing market area.</p> <p>A Memorandum of Understanding (MoU) is being prepared, which will be signed by the four local authorities that comprise the housing market area, including East Herts. The MoU will identify the way in which identified housing needs will be distributed across the housing market area. In particular it will confirm that all four local authorities are committed to meeting their respective needs within their own administrative areas.</p>
12.47	Harlow Council considers that the Draft Plan does not provide sufficient reasoning for why only housing needs arising from forecast population changes are being met and why an upward adjustment to these figures has not been made to reflect other considerations (such as affordability pressures across the EHDC area) and the need to drive forward long term national growth as set out in Government policy.	<p><b>No amendment to Plan in response to this issue</b></p> <p>These points have been addressed through the joint Strategic Housing Market Assessment which has been prepared by expert consultants and follows guidance contained in national policy. The SHMA includes a significant uplift to reflect affordability issues.</p>
12.48	Harlow Council is concerned that co-ordinated Councillor engagement in the process has not been demonstrated by EHDC. Effective co-operation is likely to require sustained joint working and there should be clear outcomes, one way or another. This will include joint Committees, memoranda of understanding and joint plans or policies for the issues in question.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Both East Herts and Harlow Councils are part of the Co-operation for Sustainable Development Group which was set up in order to address cross boundary issues within the housing market area. Three separate Memoranda of Understanding are currently being prepared which will demonstrate that all relevant authorities, including East Herts and Harlow, are in agreement on strategic issues including the distribution of housing need across the housing market area, the provision of strategic transport infrastructure, and the protection of Epping Forest Special Area of Conservation.</p>

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12.49	Lack of clarity over the scale of development to the north of Harlow. Harlow Council's Emerging Strategy and Further Options (April 2014) suggests (example 5) 20,000 dwellings, where paragraph 10.6 of the same document refers to "10,000 dwellings to north of Harlow split equally between Harlow and East Hertfordshire District Council's needs."	<p><b>No amendment to Plan in response to this issue</b></p> <p>A Strategic Housing Market Assessment has been undertaken in order to assess the level of housing need across the housing market area. Both East Herts and Harlow Councils are committed to meeting their respective identified needs within their own administrative areas and are preparing Local Plans on this basis.</p> <p>The Gilston Area has been identified as a sustainable location for 10,000 homes, to be delivered within this plan period and beyond.</p>
12.50	Stort valley landownerships between the Gilston Area and Harlow are critical to securing connection of the proposed development area with Harlow.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and agreed.</p>
12.51	The Ramblers' Association objects to the proposals because of the impact on open countryside.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has tried to utilise brownfield land as far as possible but only a small proportion of the housing need can be met in this way. Greenfield development is therefore necessary in order to meet identified housing needs.</p> <p>While not designated, the quality of the landscape in the location of the Gilston Area is recognised. The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like. A key aspect of this document will be to ensure that the development integrates well with the landscape and that any negative impacts are mitigated as much as possible.</p>
12.52	The Hertfordshire Gardens Trust objects to the proposals and the impacts on the nearby historic parks, including Briggens (on the English Heritage register), Pishiobury, Hunsdonbury, Sayes, and Hunsdon Old and Hunsdon New Parks.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like. In part, the Framework will seek to ensure that areas of environmental and historical importance are protected and enhanced wherever possible.</p>

Issue Number	Issues raised through consultation	Officer Response
12.53	Object to the failure to take account of the needs and separate identity of Gilston village. Gilston has already agreed to double its size by taking over 200 homes at Terlings Park.	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is acknowledged that development in this location would have a direct impact on the villages of Eastwick and Gilston, although this would be mitigated as far as possible through the use of appropriate buffers and landscaping.</p> <p>The Terlings Park scheme involved the re-development of a vacant brownfield site and the completions in that location have counted towards the Districts housing requirement. However, in order for East Herts to meet this requirement, significant development on greenfield land is needed. As such, the Gilston Area has been identified as a sustainable location for development.</p>
12.54	Unable to comment on an incomplete plan – for example there are no suggested Gypsy and Traveller sites in the document and the level of development at the Gilston Area is unconfirmed.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area will help provide for identified needs for Gypsy and Traveller accommodation. The total level of provision to be made across the District will be identified within the Housing chapter in the final version of the District Plan.</p>
12.55	No solution to the problem of rat-running on the minor roads around the development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Essex County Council has undertaken transport modelling on behalf of the four authorities who make up the East Herts/West Essex housing market area. The modelling demonstrates that the road network can cater for the planned level of growth providing that key mitigation schemes are delivered. These include improvements to Junctions 7 and 8 of the M11 and the provision of a new Junction 7a within the plan period. More local improvements will also be required, including dualling of the existing crossing from the A414 into Harlow and the provision of a second crossing.</p> <p>More detailed Paramics transport modelling is also ongoing which looks at the impact of development on the local road network. Mitigation measures to reduce rat-running will be identified through this process.</p>

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12.56	Once identified as a Broad Location there will be no defence against any future planning application.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Officers are now of the view that the Gilston Area should be allocated within the Publication stage of the District Plan. The area will remain within the Green Belt until the District Plan is adopted in late 2017.</p>
12.57	Proposals are developer-led.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council's 'stepped approach' to options formulation ensured that developers were only engaged directly after the preferred options were identified. Developer engagement is necessary at this latter stage in order to test the proposals and meet requirements for deliverability.</p>
12.58	Support the proposals because development here would help to ease the burden on Ware and other surrounding towns.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The level of housing need in the District is significant – 16,390 new homes by 2033. In order to meet this requirement, a number of sites are proposed for allocation across the District including a site to the North and East of Ware.</p>
12.59	London and Harlow should densify rather than encourage sprawl.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Development in the Gilston Area will help meet the housing needs of East Herts as identified by the Strategic Housing Market Assessment.</p>
12.60	Spare capacity at Harlow Town station should be used to serve development to the east of Harlow	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the District Plan Preferred Options consultation, the Council has worked closely with its neighbouring authorities within the housing market area as part of the Co-operation for Sustainable Development Board. As part of this ongoing joint working, the authorities have commissioned consultants to undertake a sustainability assessment of all potential development options on the periphery of Harlow. It is likely that, in order to meet their own housing needs, Harlow and Epping Forest Councils will need to allocate sites on the existing edge of Harlow. The Gilston Area has</p>

Issue Number	Issues raised through consultation	Officer Response
		been identified by this Council as a sustainable location to meet a significant proportion of the Districts housing needs in this plan period and beyond.
12.61	A414 road bridge into Harlow already subject to severe congestion at peak hours.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The development scheme includes proposals to upgrade the existing crossing to a dual carriageway while also providing a second eastern crossing into Harlow.</p>
12.62	The Harlow West Consortium supports the principle of development in this location. However there is a disparity between Harlow's ambitious aspirations to the north of Harlow and these proposals.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area has been identified by this Council as a sustainable location to meet a significant proportion of the Districts housing needs in this plan period and beyond. Harlow Council is broadly supportive of the proposals for the Gilston Area, and in particular the way in which it may contribute to the regeneration of the town by helping to re-balance the housing offer and attract skilled workers.</p>
12.63	The Stort Landowners consortium states that it is far too early to reject land to the north of the Stort and south of Gilston village. In part, the land is suitable for development and insufficient justification has been given for not supporting development in this location. The Council must assess all 'reasonable alternatives' in order to meet the requirements of the NPPF and PPG. In addition, development would help meet the aspirations of Harlow and as such, by not supporting the site, the Council is at risk of failing the Duty to Co-operate.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Following the District Plan Preferred Options consultation, the Council has worked closely with its neighbouring authorities within the housing market area as part of the Co-operation for Sustainable Development Board. As part of this ongoing joint working, the authorities have commissioned consultants to undertake a sustainability assessment of all potential development options on the periphery of Harlow.</p>
12.64	The Roydon Society objects to the proposals because Roydon already suffers from East Herts residents using the village as a 'rat run' to access work in Harlow.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Residents of the Gilston Area would not need to travel via Roydon to access Harlow. The development is therefore highly unlikely to exacerbate any existing issues in this regard.</p>
12.65	It maybe separated from Harlow initially but the next Plan will probably fill in the land in between.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The development proposals include measures to protect and</p>



Issue Number	Issues raised through consultation	Officer Response
		enhance the environmental quality of the Stort Valley.
12.66	This implies a degree of certainty that is unwarranted given all the provisos and uncertainties. Change to ‘development in this location <u>may</u> contribute to East Herts’ development needs...’	<p><b>No amendment to Plan in response to this issue</b></p> <p>It is the view of Officers that the Gilston Area should now be identified as an allocation within the forthcoming Publication version of the District Plan. Therefore the Plan will need to provide certainty with regards to delivery.</p>
12.67	The wording should be stronger to ensure that development would meet East Herts housing needs rather than Harlow’s.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted. The revised chapter will make this clear.</p>
12.68	There are other ways to regenerate Harlow, not just to make it bigger. The STOP Harlow North proposals for Gilston Great Park would help achieve this.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Great Park proposals seek to provide substantial new open space for the benefit of East Herts residents. The Gilston Area will provide substantial new green space while also providing for a significant proportion of the Districts housing need, within this plan period and beyond.</p>
12.69	Change to “land in the Gilston Area may be required for development but only after current infrastructure deficiencies are thoroughly explored through a specific Development Plan Document”.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Infrastructure Delivery Plan, to be presented to Members alongside the final District Plan in September, will provide a significant level of information with regards to infrastructure requirements and phasing. For the Gilston Area, information is also provided within the Delivery Study.</p>
12.70	East Herts are sacrificing this part of the District to save other areas from incremental development. Incremental development isn’t always negative, particularly limited development in villages.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The level of housing need in the District is significant – 16,390 new homes by 2033. In order to meet this requirement, a number of sites are proposed for allocation across the District. In addition, the Plan seeks to deliver a limited amount of development in village locations, to be delivered primarily through the preparation of Neighbourhood Plans.</p>

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12.71	The Canal and Rivers Trust states that the towpath will need significant upgrading, both in width and surfacing, if it is to be deemed suitable to cope with an increase in usage as a result of the proposal.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Gilston Area development includes proposals to maintain and enhance the environmental quality of the Stort Valley. The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like and how it will be delivered. The Framework will include reference to upgrading the towpath in this location.</p>
12.72	Objection to level of housing need to be provided on an ongoing basis.	<p><b>No amendment to Plan in response to this issue</b></p> <p>National planning policy is clear that local planning authorities must seek to plan for their full objectively assessed needs. For East Herts, this amounts to 16,390 new homes by 2033.</p>
12.73	The Green Belt should be protected and brownfield sites used for development.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council has always sought to bring forward brownfield sites wherever possible. This includes the Goods Yard in Bishop's Stortford and the Mead Lane area in Hertford which are proposed for allocation within the District Plan. However, being a predominantly rural district, there are very few brownfield sites available. Therefore development on greenfield sites is required.</p>
12.74	Consideration should be given to Pye Corner, particularly with regards to traffic.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Detailed Paramics transport modelling is ongoing which looks at the impact of development on the local road network. Mitigation measures to reduce rat-running will be identified through this process.</p>
12.75	Development should be of high quality design using modern sustainable practices.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted and agreed. Reference to this will be included, both within the District Plan and the Concept Framework document.</p>
12.76	Not appropriate for feasibility to be tested through a DPD.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The deliverability and financial viability of the Gilston Area has been</p>

Issue Number	Issues raised through consultation	Officer Response
		assessed through the Delivery Study which is available to view on the Councils website.
12.77	Timeframe unrealistic due to the level of infrastructure required to provide roads and schools.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Council is working with the site promoters in order to prepare a 'Concept Framework Document' which will identify, in broad terms, what the development will look like and how it will be delivered. This will include phasing of development and associated infrastructure.</p>
12.78	Sport England objects to the lack of reference in criterion (i) relating to social infrastructure due to the omission of a specific need to provide indoor and outdoor sports facilities as part of the social infrastructure required to support the development.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The revised chapter and Concept Framework document will refer to the provision of sports facilities.</p>
12.79	Essex County Council is concerned that during the early phases of development families will look for places in primary schools in Harlow as there is likely to be limited primary and secondary school provision in the area.	<p><b>No amendment to Plan in response to this issue</b></p> <p>As part of the Gilston Area development, five new primary schools (a total of 15FE) and two new secondary schools (a total of 12FE) will be provided. The Council has worked closely with Hertfordshire County Council, as education authority, throughout the plan making process. HCC has undertaken modelling in order to forecast the level of provision for both primary and secondary education that would be required over the course of the plan period. The modelling shows that the proposed level of provision would be sufficient. The phasing of education provision will be addressed through the Infrastructure Delivery Plan which will be presented to Members alongside the final version of the District Plan in September.</p>
12.80	It isn't sound to describe the land as Green Belt, up until the point of building on it, and then it's no longer Green Belt.	<p><b>No amendment to Plan in response to this issue</b></p> <p>At present the land is Green Belt and therefore it is correct to refer to it as such. The Green Belt designation would only be removed when the District Plan is adopted which is currently anticipated for late 2017.</p>

Issue Number	Issues raised through consultation	Officer Response
12.81	Stevenage Borough Council considers that the uncertainty in the Broad Locations could leave East Herts Council exposed to challenges, and that a small scale extension of between 500 to 1,000 homes to the east of Stevenage could introduce greater flexibility and certainty to the East Herts strategy and could provide sustainability advantages over a number of the sites that have been identified.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>The potential for an urban extension of the nature suggested here has been considered. Taking account of the shortage of available housing to meet the 5-year housing land supply, and the reduced landscape impact of a smaller scheme, it is the view of Officers that land to the east of Stevenage should be identified within the District Plan as an allocation.</p>
12.82	The Council should fund the local community to make their case at Examination.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Any individual or organisation who responds to the forthcoming Publication stage consultation on the District Plan can appear at Examination if they choose to do so.</p>
12.83	Gilston and Eastwick should have been shown on the mapping.	<p><b>Proposed amendment to Plan in response to this issue</b></p> <p>Noted. Both Gilston and Eastwick will be shown on the Policies Map which accompanies the District Plan.</p>
12.84	Enhancement of the Stort Valley is supported.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Support noted and welcomed.</p>
12.85	The level of need is due to the fact that East Herts is a desirable place to live. However, this will not be the case with the level of development envisaged.	<p><b>No amendment to Plan in response to this issue</b></p> <p>National planning policy is clear that local planning authorities must seek to plan for their full objectively assessed needs. For East Herts, this amounts to 16,390 new homes by 2033.</p>
12.86	The development sets a precedent, and with further landowners putting their land forward, the level of development is likely to exceed the 3,000-15,000 homes currently under consideration.	<p><b>No amendment to Plan in response to this issue</b></p> <p>The proposed development would provide 10,000 new homes in this plan period and beyond. The Council is not proposing any further development in this location.</p>

Issue Number	Issues raised through consultation	Officer Response
12.87	The proposals would result in the desecration of a WW2 airfield bunker	<p><b>No amendment to Plan in response to this issue</b></p> <p>The Hunsdon Airfield area would not developed as part of these proposals. Historic features such as the WW2 bunkers will be retained.</p>
12.88	General support for development in this location	<p><b>No amendment to Plan in response to this issue</b></p> <p>Noted.</p>
12.89	Compensation should be given to homeowners in the area as the value of their homes is reducing.	<p><b>No amendment to Plan in response to this issue</b></p> <p>Blight of property prices is not an issue that the planning system can address.</p>

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 14 – ECONOMY: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER (RENAMED ECONOMIC DEVELOPMENT)

WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 14 (Economy) of the Draft District Plan Preferred Options version, together with Officer responses to those issues;
- To explain to Members why further amendments to Chapter 14 (Economy) are required to ensure that the final draft District Plan reflects the most up-to-date policy position and the latest available evidence;
- To place before Members for consideration a draft revised chapter, for subsequent incorporation into the final draft District Plan.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 14 (Economy) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered;</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed;</b>

<b>(C)</b>	<b>the further amendments in respect of Chapter 14 (Economy) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to this report, be received and considered; and</b>
<b>(D)</b>	<b>the draft revised Chapter 14 (Economic Development), as detailed in Essential Reference Paper ‘C’ to this report, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.</b>

## 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

1.2 In order to manage these comments, the Council’s agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.

1.3 This report presents a draft revised chapter on the Economy for subsequent incorporation into the final Draft District Plan. **Essential Reference Paper ‘B’** contains the Issues Report and **Essential Reference Paper ‘C’** the draft revised chapter.

## 2.0 Report

2.1 The Issue Report is split into two parts. The first part summarises the issues raised through the Preferred Options Consultation. The issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and then sets out any subsequent proposed amendments to the text or policies of the draft Plan. These proposed amendments are shown in the form of a ‘track change’ so that readers can clearly see what amendments are being proposed.



- 2.2 The second part of the Issue Report details any further amendments that are required to ensure that the final draft District Plan reflects the most up-to-date policy position and the latest available evidence.
- 2.3 Among the biggest change in this chapter arises from the recent changes to Permitted Development legislation, which has a more relaxed approach to development including changes of use and conversion of office space to residential properties and changes to agricultural buildings. Changes that were for a temporary time period have become permanent, and the pressure to have a five year supply of land available for housing has placed many of the District's employment areas under pressure to redevelop.
- 2.4 However, it is important that the District Plan makes provision for the longer term and seeks to encourage the creation of new employment opportunities and takes a positive approach to redevelopment where this creates local job opportunities.
- 2.5 It is important to note that new Employment Area designations are contained in the emerging Development Strategy chapter.
- 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Submission 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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**Part 1: Issues Raised Through the Preferred Options Consultation**

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment				
<b>14.1 Introduction</b>								
14.1	14.1.2	Objection to the suggested number of jobs needed in the district. The evidence indicates that the East of England Economic Forecasting Model overestimates employment growth in the district.	Economic work undertaken by Hardisty Jones Associates to support the Strategic Housing Market Area (SHMA) confirms that the Council should be planning for between 435 and 505 jobs per year. This is in line with the East of England Forecasting Model figures. While there is no direct amendment to the Plan in response to this issue, the Development Strategy Chapter will be updated to address the latest evidence, and the Economic Development Chapter will continue to set out the policy approach to such forms of development.	<b>No amendment in response to this issue</b>				
14.2	14.1.2	Essex County Council Environment, Sustainability and Highways state that this chapter should provide details of the accessibility and connections between places of work, education and leisure.	Agreed. More could be done to highlight the connections between such uses and to highlight opportunities to link these uses better through various means. It should also be highlighted that all these types of uses are indeed opportunities for employment. A new paragraph could be added to the introduction to acknowledge these links and opportunities which refers to other policies within the Plan as appropriate. The chapter needs to acknowledge that there are many non- B Class uses that contribute to providing opportunities for employment, such as schools and healthcare for example.	<b>Amendment to text (new para 14.1.5)</b>  <u>14.1.5 Retail and leisure facilities, along with education and healthcare also services provide valuable sources of employment. Businesses located in or with good connections to a town centre for example can help to support these uses and can benefit from shared resources and good public transport connectivity. It is therefore important to encourage the retention of employment uses within towns and villages.</u>				
14.3	14.1.2	There is no clear vision or strategy for employment growth and a lack of proactive policies that meet the needs of businesses and encourage the economy to develop and expand.  The Hertford Civic Society suggest a number of approaches to make the chapter more proactive.	The Council has approved an Economic Development Strategy Vision and Action Plan, which the District Plan can help to deliver. A summary of the Vision and Action Plan should be included in this chapter, which should also refer to other relevant County/Sub-Regional or National strategies. The Council’s commitment to working alongside other partners to deliver the Economic Development Strategy priorities should also be mentioned.  New sites have been proposed within the District Plan for residential-led mixed-use development as well as for employment use only. These sites are detailed in	<b>Amendment to text (new para 14.1.11)</b>  <u>14.1.11 This Chapter endorses and seeks to facilitate the Council’s Economic Development Strategy, which goes beyond the policies of the District Plan. The Economic Development Strategy Vision contains six priorities summarised in Table 14.1 below:</u>  <u>Table 14.1: Economic Development Strategy Vision</u> <table border="1" data-bbox="2053 1837 2834 1915"> <thead> <tr> <th data-bbox="2053 1837 2320 1879">Priority</th> <th data-bbox="2320 1837 2834 1879">Objective</th> </tr> </thead> <tbody> <tr> <td data-bbox="2053 1879 2320 1915">A business</td> <td data-bbox="2320 1879 2834 1915">We will ensure we are</td> </tr> </tbody> </table>	Priority	Objective	A business	We will ensure we are
Priority	Objective							
A business	We will ensure we are							

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment	
			the Development Strategy Chapter.	<u>friendly council</u>	<u>supporting businesses as 'customers' of council services as well as listening to the needs of the business community</u>
				<u>Enabling entrepreneurs and business start ups</u>	<u>We will encourage wealth creation in the district and ensure businesses can access a wide range of locally sourced services</u>
				<u>Supporting the rural economy</u>	<u>We will maximise investment into the rural economy and ensure it remains competitive</u>
				<u>Vibrant Town Centres</u>	<u>We will ensure our town centres meet the needs and wants of our residents and visitors</u>
				<u>Supporting the visitor economy</u>	<u>We want to raise the profile of local attractions and support businesses in their supply chain</u>
				<u>Lobbying for the right infrastructure</u>	<u>We will work with key partners to ensure East Herts can support growth in the right places at the right times</u>
				<p><b>Amendment to text (new Para. 14.1.12)</b></p> <p><u>14.1.12 The Council will also continue to work alongside the Hertfordshire Local Enterprise Partnership and other national and local initiatives that seek to support and enhance the economy of East Herts.</u></p>	
14.4	14.1.2	Stansted airport welcome the Plan's acknowledgement of the benefits the Airport plays to the economy of the District. They suggest that the number of East Herts residents who work at the airport (estimated to be 2,500 people) will increase.	Support noted and welcomed. The SHMA economic evidence also indicates an increase in airport related jobs, the majority of which will be in the form of ground staff and service related employment. The importance of Stansted Airport as a major employer is acknowledged in the Plan.	<b>No amendment in response to this issue</b>	

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.5	14.1.6 (now 14.1.10)	The Council should encourage small businesses in town centre and similarly accessible locations. However, other responses suggest that town centre locations are too congested and are unattractive to businesses and that all such sites in places like Hertford and Ware should have their employment land designation removed.	This is an example of a situation where consensus cannot be reached. The advice provided in the Council's technical evidence indicates that there is a demand for smaller and even poorer quality sites as they provide more affordable start-up opportunities in well-connected central locations. There is also a demand for flexible policies which allow changes of use subject to certain criteria. This approach builds in the ability to assess market signals taking in to account latest evidence.	<b>No amendment in response to this issue</b>
<b>14.2 Employment</b>				
14.6	14.2.2	There is doubt over the accuracy of employment forecasts and the resultant need for new jobs and amount of new employment land proposed.	Economic work undertaken by Hardisty Jones Associates to support the Strategic Housing Market Area (SHMA) confirms that the Council should be planning for between 435 and 505 jobs per year. This is in line with the East of England Forecasting Model figures. While there is no direct amendment to the Plan in response to this issue, the Development Strategy Chapter will be updated to address the latest evidence, and the Economic Development Chapter will continue to set out the policy approach to such forms of development.	<b>No amendment in response to this issue</b>
14.7	14.2.3	The Council has not undertaken an assessment as to which sectors will see a major increase in employment in service and education jobs for example and as such it is not clear how much of the anticipated growth in employment will require space in B1, B2 or B8 or how the locational requirements have been considered in these proposed allocations.	The 2008 and 2012 employment studies carried out this assessment and estimated that approximately 40% of anticipated employment growth would occur in non B Uses. This was factored into calculations on the amount of B Class floorspace that would be required. The locational requirements have been taken into account through the sieving process of site selection. All this information has been detailed comprehensively in the Supporting Document. The SHMA is supported by economic evidence which will inform the District Plan.	<b>No amendment in response to this issue</b>
14.8	Policy ED1	The policy is contrary to the supporting text which refers to the increasing number of people working from home rather than in centrally located offices. This leads to a declining demand for office accommodation.	The supporting text actually states that there is a growing trend towards self-employment and more flexible working patterns including working from home. To facilitate this flexible approach to working it is important that adequate access to broadband and IT connectivity and the ability to access office space	<b>No amendment in response to this issue</b>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
			<p>where necessary is available. Self-employment and working from home represents around 17% of total employment (DTZ report). There is debate about whether this represents people who would rather be in employment but are operating on this basis to earn some income while seeking paid employment, or whether this represents a move of choice where people are choosing self-employment over other options. Even if it is a mixture of both, this is likely to increase as the economy improves. The boundary between home workers and mobile workers, full-time home workers and part-time homeworkers is also becoming increasingly blurred.</p> <p>Home workers are usually employed by a business who would still have an office presence and even those who are self-employed occasionally need access to a facility which provides office-type functions such as reprographics equipment, storage or meeting space. The supporting text does not imply that this means there is no need to provide office space, but that it is necessary to ensure that there is a flexible approach to economic development which can deal with changing needs.</p>	
14.9	Policy ED1	The policy is weak on encouraging the provision of new (standalone) employment land through proactive policies.	<p>Evidence indicates that speculative employment development is rarely financially viable or a realistic option. Such new employment land would only be supported through the development of a mixed-use scheme. East Herts is not the sort of location where standalone employment land development is likely to be economically viable. The Plan is designed to be read as a whole and the majority of proposed allocations do require employment opportunities to be created as part of a mixed-use scheme.</p> <p>The matter of new employment land is included in Chapter 3 as part of the Development Strategy. See also issue 14.3 above.</p>	<b>No amendment in response to this issue.</b>
14.10	Policy ED1	Policy ED1 should allow for changes of use to residential development and is too limiting in the types of uses that can take place on employment land.	In many cases it is not appropriate to allow changes of use of employment land to residential uses. This can lead to a poor relationship between uses which then prejudice the ongoing commercial and business	<b>No amendment in response to this issue</b>



Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
			interests. One example of this is Widbury Hill, where the small remaining employment land at the end of a new residential estate is now considered un-neighbourly and inaccessible and therefore not attractive to business uses and has since gained approval for residential development. There is a demand for both employment land and for residential uses. The Plan identifies suitable sites for new residential development and is also required to identify sites for employment development.	
14.11	Policy ED1	The policy approach is not in conformity with the NPPF, particularly paragraphs 14, 48 and 51.	<p>Paragraph 14 refers to the presumption in favour of sustainable development. Paragraph 48 refers to windfall, which often arises from changes of use of employment land. Paragraph 51 states that authorities should normally approve applications for changes from commercial (B uses) to residential uses where there is an identified need for housing provided there are not strong economic reasons why such development would be inappropriate.</p> <p>The policy is considered to be proactive and flexible where appropriate and builds in the opportunity to respond to market signals through evidence on a case-by-case basis rather than removing all control across the board. The policies within the whole Plan provide an appropriate response to the competing economic, social and environmental needs. The policy is considered to be in conformity with the provisions of the NPPF which should be read as a whole.</p>	<b>No amendment in response to this issue</b>
14.12	Policy ED1	<p>The Council should consider this policy from the perspective of property owners who will need to pay vacant rates for their commercial property, but may have no prospect of gaining permission for alternative uses without considerable costs and uncertainty of an appeal.</p> <p>The policy fails to make allowance for an assessment of whether such alternative employment generating</p>	<p>If employment land lies vacant and it has been shown that no alternative employment generating or suitable uses are viable on the site then the policy allows for changes of use. There is no implication in this policy that all applications will lead to an appeal situation and the cost of making or appealing a planning application is a very small percentage of the total costs involved in redeveloping a site for any use.</p> <p>The policy as it stands does not require the provision of new or replacement employment land where such losses occur. The Policy requires a test to establish if</p>	<p><b>Amendment to text (Policy ED1, Part III.)</b></p> <p>III. Development which would cause the loss of an existing designated Employment Area, or a site/premises that was last in employment use <u>(Classes B1, B2, B8 or related Sui Generis)</u>, will only be permitted where all the following criteria are met:</p> <p>(a) The retention of the site or premises for Use Classes B1, B2 and B8 has been fully explored without success, and that there is no reasonable</p>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
		<p>uses would be appropriate.</p> <p>Part III of the policy is too passive and does not address the need for proactive support to replace or renew employment land.</p>	<p>other alternative suitable uses are possible/ viable. If alternative uses are not viable through this test then it would not be realistic or reasonable to require replacement employment uses on that site. However, it may be possible that improvements can be made to the site or premises that would make the marketing exercise more fruitful. If the cost of these improvements would be too costly and would not yield different results then at least this has been fully explored rather than simply marketing the site as it stands.</p> <p>If both tests are undertaken and there is no reasonable prospect of the site remaining in employment use then the Policy enables alternative redevelopment. The Council's Viability Study indicates that employment development is unviable where it is not in tandem with residential development. The Plan identifies where new employment areas are proposed.</p> <p>Clarification as to what last employment uses are should be added. Additional wording is required about the potential and suitability of alternative uses. The policy should be proactive, looking to retain sites for business uses first, then alternative forms of business uses before non-business uses. New text could be added which requires applicants to have discussions with officers as to suitable alternatives.</p>	<p><del>prospect of the site/premises being suitable and viable for any alternative employment generating use. <u>This should also consider whether improvements to the existing site/premises would make it more attractive to alternative B1, B2 or B8 uses. The applicant will be expected to undertake discussions with officers as to the potential for and suitability of alternative uses.</u></del> Evidence of a period of marketing of at least 12 months must be provided;</p> <p><del>(b) The proposal consists of a redevelopment or change of use to an appropriate alternative employment generating use which provides at least the equivalent number of job opportunities and does not conflict with other policies in the Plan; and</del></p> <p><del>-(b) The retention of the B1, B2 or B8 use is unable to be facilitated by the partial conversion to a non-employment generating use; and</del></p>
14.13	Policy ED1	<p>The requirement to provide marketing evidence is contradictory to the objectives of site-specific allocations. Proposed amendments to Part III. c) and to add a new Part d) to the policy: "c) the proposal does not prejudice the continued viability of existing Employment Areas and existing operational employment sites and neighbouring uses, and d) the proposal is in line with a site specific development allocation within the Plan."</p>	<p>Agreed. For clarity, reference to existing operation employment sites has been added to the policy in Part III. (c).</p> <p>There are only two sites in the District Plan that are currently designated employment land which are being proposed for a strategic allocation for residential or mixed-use residential-led development. These include the Mill Site in Bishop's Stortford and the Mead Lane area of Hertford, which is subject to an Urban Design Framework. It is considered appropriate to insert a new part IV within the policy to deal with the site specific issues of the Mill Site.</p>	<p><b>Amendment to text (Policy ED1, Part III. c)</b></p> <p>(c) The proposal does not prejudice the continued viability of existing Employment Areas and neighbouring uses <u>and existing operational employment sites and neighbouring uses; and</u></p> <p><b>Amendment to text (Policy ED1, new Part IV.)</b></p> <p><u>IV. The Mill Site in Bishop's Stortford will remain as a designated Employment Area until such time that the land is presented as being available for redevelopment. The site will then be subject to the provisions of Policy BISH2 and</u></p>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
				<u>should be brought forward for redevelopment as part of a comprehensive masterplan.</u>
14.14	Policy ED1	The Council should consider this policy from the perspective of those who are in need of housing while brownfield land lies vacant.	If employment land lies vacant and it has been shown that no alternative employment generating or suitable uses are viable and achievable on the site then the policy allows for changes of use. The policy does not specify changes to residential uses only as there is a need for many types of development.	<b>No amendment in response to this issue</b>
14.15	Policy ED1	Agents representing the landowner at the Leaside Depot in Ware request that employment land designation is removed.	Although the representation refers to the Leaside Depot it actually relates to the Coachworks at Widbury Hill, the only element of employment land retained when the site was redeveloped recently for a residential estate. The employment area has since been granted permission for redevelopment to a care home. As such it is proposed to remove the Employment Land designation from the Widbury Hill employment area to the east of Tumbling Bay. The remaining area known as Start Street, to the west of Tumbling Bay still performs well as an employment area and the latest Hertford and Ware Employment Land Assessment recommends retaining the designation on this site.	<b>Amendment to Policies Map Sheet F</b>  Remove the Employment Area designation from the relevant area of land known as the Coachworks, Widbury Hill, Ware.
14.16	Policy ED1	Query over the proposed designation of land at Pegs Lane, Hertford as a new Employment Area. This land has not been suggested in previous studies.	This area of land has never been designated as an employment area in the past but it is considered worthy of the allocation due to the established presence of the County and District Councils, the Hertfordshire Constabulary and other linked services. The DTZ report highlights a trend towards the service business industries and the need to facilitate this provision in the Hertford and Ware area. The Pegs Lane site is well connected to the town centre and despite seeing some non-B uses developed the allocation recognises the importance of these local government uses and the high number of staff they employ and therefore their significant contribution to the local economy. The emerging Hertford and Ware Employment Study identifies a need for office space in the area and indicates that the proposed Pegs Lane Employment Area is ideally suited to the creation of office workspace with a focus on providing a business centre for a range of smaller businesses requiring office space, business start-ups and move-on accommodation.	<b>No amendment in response to this issue</b>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.17	Policy ED1	Agents representing the Haslemere Industrial Estate in Bishop's Stortford request that employment land designation is removed.	The Employment Land Review Update 2013 indicates that this site is performing well, despite issues of quality and location. The Update recommends retaining the employment land designation.	<b>No amendment in response to this issue</b>
14.18	Policy ED1	Agents representing Park Farm Industrial Estate in Buntingford (BUNT4) request that employment land designation is removed from.	The Employment Land Review Update 2013 indicates that this site is performing well. The Buntingford Employment Study 2014 recommends retaining the employment land designation to enable the expansion of the Industrial Estate as the Study identifies a need for more employment space to serve the growing town.	<b>No amendment in response to this issue</b>
14.19	Policy ED1 Part I	The policy approach is not in conformity with the evidence underpinning the preferred strategy. Suggest instead that only the best (green rated) sites are retained for employment use and there should not be a 'blanket protection' approach.	The evidence provided (DTZ, Halcrow and Halcrow Update) indicates that there is a need for new employment land as well as the retention of existing allocated and non-allocated sites in order to provide for churn and for alterations/loss of existing sites. Where sites have been classified as red within the 2008 study the recommendations were made on the basis that suitable alternative provision was made. There are sufficient opportunities presented within these policies that enable changes of use or loss of employment land subject to a test that proves they are unsuitable for various reasons and that alternatives have been considered.	<b>No amendment in response to this issue</b>
14.20	Policy ED1 Part II	New employment land should not be located on edge of town sites, but in more central locations.	Part II of Policy ED1 already requires new employment to be in suitable locations subject to a number of criteria. This is considered to be an adequate response without being too prescriptive.	<b>No amendment in response to this issue</b>
14.21	Policy ED1 Part II	The term 'appropriate employment generating use' should be defined, perhaps in a list which should include C2 Uses (Care Home).	A pragmatic approach is required depending upon the specifics of each site. Although residential care homes and even educational establishments offer employment opportunities, they are uses vulnerable to noise generating development and are therefore not always suitable for locating on employment sites. If we seek to define a list in a policy this could set a precedent which may not be suitable for every situation. It is therefore considered appropriate to determine this on a case-by-case basis and include an example in the Glossary.	<b>Amendment to Appendix E. Glossary</b>  <u>Employment Generating Use: Normally considered to consist of uses falling within Classes B1, B2 and B8 of the Use Classes Order. However, businesses that are considered as main town centre uses, residential institutions (such as care homes) and non-residential institutions (such as doctors, vets and schools for example) can also be considered as employment generating uses.</u>



Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.22	Policy ED1 Part II	Focusing employment land only in larger towns denies smaller settlements to grow and benefit from development.	There is nothing within the policies that seeks to prevent employment land in rural settlements. Indeed Policy ED2 takes a positive approach subject to a number of criteria. The combined approach of Policy ED1 and ED2 is considered appropriate in this respect.	<b>No amendment in response to this issue</b>
14.23	Policy ED1 Part III	The policy covers both designated and non-designated employment areas together. They should have a different approach and be dealt with using two different policies.	Many such locations occur around the district where there are small sites of one or two businesses in employment use such as MOT/Service garages which are not currently designated but perform a valuable role in the overall provision of local employment opportunities. If and when these are considered for alternative uses there should be a consideration of suitable alternatives which Policy ED1 seeks to achieve. It is not considered necessary to separate the policy as there would be a considerable repetition of the approach. Instead, new words can be added to make it clear that a proportionate approach should be taken when considering non-designated sites. This should be added to both the policy and the preamble.	<p><b>Amendment to text (para. 14.2.2)</b></p> <p>... Therefore the Council seeks, in general, to retain and encourage their continued use and if necessary, their replacement with alternative appropriate uses. <u>On designated Employment Areas, evidence of marketing for a minimum period of twelve months will be required. For non-designated sites, normally a minimum period of six months is requested, though each case will be determined on its merits in discussion with the Development Management Team.</u></p> <p><b>Amendment to text (Policy ED1, Part III. (a))</b></p> <p>...Evidence of a period of marketing of at least 12 months must be provided. <u>For a non-designated employment area, a proportionate approach should be taken;</u></p>
14.24	Policy ED1 Part III	Sites that can be demonstrated to be uneconomic, poorly located and inappropriate for current or future demand should be available for re-allocation.	This forms part of the above test. If sites can be demonstrated through evidence to be unsuitable for these reasons the policy makes allowance for this and seeks suitable alternative uses.	<b>No amendment in response to this issue</b>
14.25	Policy ED1 Part III	This policy could be construed as being relevant to retail uses as they are also employment uses.	This could be addressed by clarifying what is meant by 'employment uses'.	<p><b>Amendment to text (Policy ED1, Part III)</b></p> <p>III. Development which would cause the loss of an existing designated Employment Area, or a site/ premises that was last in employment use <u>(Classes B1, B2, B8 or related Sui Generis)</u>, will only be permitted where all the following criteria are met:</p>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.26	Policy ED1 Part III (a)	The requirement for a period of marketing goes against the provisions of the NPPF which states that “LPAs should normally approve applications for change to residential use from commercial buildings (currently in the B Use Class) where there is an identified need for additional housing in their area provided that there are not strong economic reasons why such development would be inappropriate”.	The requirement to prove that properties are no longer viable as commercial buildings is an appropriate and reasonable expectation given the test in the NPPF.	<b>No amendment in response to this issue</b>
14.27	Policy ED1 Part III (a)	The need to provide marketing and viability evidence to demonstrate that a site is no longer viable in its current use and support the change of use of an employment generating use is supported and considered appropriate to allow the flexibility in the use of sites for a more viable use.	Support noted and welcomed	<b>No amendment in response to this issue</b>
14.28	Policy ED1 Part III (b)	The requirement to provide at least the equivalent number of jobs is considered prohibitive.	Agreed. In all other changes of use the Council has no control over the number of jobs gained or lost. This is also difficult to monitor. The requirement should be removed in order to make the policy less restrictive.	<b>Amendment to text (Policy ED1, Part III (b))</b> <del>III...the change of use will provide the equivalent number of job opportunities.</del>
<b>14.3 Rural Economy</b>				
14.29	Policy ED2 Part II	Part II of this policy is rendered undeliverable by VILL1 which prevents development outside the village development limits as the production of a Neighbourhood Plan is optional and out of the control of the authority.	The Plan is not dependent upon the delivery of employment land in rural areas. Policy ED2 -as re-written is supportive in principle to the creation of rural employment opportunities. The District Plan embraces the production of Neighbourhood Plans but it should be noted that development opportunities arise and will continue to arise regardless of whether a Neighbourhood Plan is in place or not. Policy EDE2 contains sufficient criteria to manage where such uses are proposed to cover both eventualities.	<b>No amendment in response to this issue</b>
14.30	Policy ED2 Part IV	The policy should be more proactive about creating and retaining opportunities for employment in rural locations.	Policy ED2 as re-written places the creation of new rural employment opportunities at the forefront of the policy. However, it should be noted that national policy has introduced a series of changes to Permitted	<b>Amendment to text (Policy ED2)</b> <u>I. In order to support sustainable economic growth in rural areas and to prevent the loss of</u>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
			<p>Development rights which allow the redevelopment of commercial uses to residential properties. The problem arises when employment land is lost because the use/operation is no longer viable. The Policy as re-written requires a test to establish if other alternative employment generating uses are possible/ viable on the site before accepting that the site must be lost.</p>	<p><u>vital sources of rural employment, proposals that create new employment generating uses or support the sustainable growth and expansion of existing businesses in the rural area will be supported in principle where they are appropriately and sustainably located and do not conflict with other policies within this Plan.</u></p> <p><u>II. Proposals that consist of a change of use of agricultural or employment generating use in the rural area to other employment generating uses will be supported in principle subject to other policies within this Plan.</u></p> <p><u>III. Where the proposal results in the loss of an agricultural or employment use in a rural area or a change of use to a non-employment generating use, evidence will be required to demonstrate that:</u></p> <p><u>(a) the current agricultural or employment use is no longer needed or viable;</u></p> <p><u>(b) that improvements to the site/premises would not make alternative employment generating uses viable;</u></p> <p><u>(c) the retention of the employment generating use is unable to be facilitated by the partial conversion to a non-employment generating use;</u></p>
14.31	Policy ED2	The more restrictive elements of this policy are more appropriate in the areas closest to the urban fringes rather than more rural areas.	The policy is designed to fit a range of scenarios and is considered flexible enough to be applicable across the District's rural area as a whole.	<b>No amendment in response to this issue</b>
14.32	Policy ED2	The protection of agricultural land for local food production should be paramount and planning policy should support an increase in such activity.	It is considered that the policy is proactive in terms of facilitating the construction of new agricultural buildings where these support the continued activity at the agricultural holding. Where the loss of agricultural buildings are proposed there are a number of tests	<b>No amendment in response to this issue</b>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
			<p>within this Policy that applicants would need to overcome first.</p> <p>Unfortunately, the recent amendments to Permitted Development Rights facilitate changes to agricultural buildings which now have a greater hope value in terms of their conversion to residential properties. In some cases this could prejudice the ability of the farm holding to maintain in agricultural use. A range of policy mechanisms are in place to seek to manage this change.</p>	
14.33	Policy ED2 Parts III, IV and V	Parts III, IV and V are overly restrictive and place additional burdens not in accordance with the NPPF. Much of this wording was taken from PPS7 which was cancelled. These restrictions will act to constrain employment development.	The NPPF requires that policies promote the sustainable growth and expansion of businesses and enterprise in rural areas through conversion of existing buildings and well-designed new buildings. The first test therefore has to be whether the building is for a business or enterprise in the rural area. i.e. an agricultural holding. The second test has to be whether the existing building is capable of being converted. This is more sustainable in material terms than the construction of a new building and helps to retain the rural character and appearance of the holding and wider locality. New requirements to test alternative uses are now included.	<p><b>Amendment to text (Policy ED2, Part III.)</b></p> <p><u>III. Where the proposal results in the loss of an agricultural or employment use in a rural area or a change of use to a non-employment generating use, evidence will be required to demonstrate that:</u></p> <p><u>(a) the current agricultural or employment use is no longer needed or viable;</u></p> <p><u>(b) that improvements to the site/premises would not make alternative employment generating uses viable;</u></p> <p><u>(c) the retention of the employment generating use is unable to be facilitated by the partial conversion to a non-employment generating use;</u></p> <p><u>(d) the building is permanent and soundly constructed, not requiring complete or substantial reconstruction before adaptation to a new use; and</u></p> <p><u>(e) such proposals should not conflict with other policies within this Plan.</u></p>
14.34	Policy ED2 Parts III, IV and V	The NPPF only requires that the buildings be redundant or disused, with no requirement to prove viability. The requirement to demonstrate that the building cannot be used for an employment generating use conflicts with the NPPF.	The NPPF requirement referred to actually states that “local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances such as...where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting”. This requirement is being cited out of context. The NPPF requires that we consider the need for sustainable	<p><b>Amendment to Policy ED2</b></p> <p><u>See amended Policy ED2 above</u></p>



Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
			<p>development and that we support sustainable growth and expansion of all types of business and enterprise in the rural area. Losing jobs from rural areas goes against these principles, resulting in longer commutes and the environmental impact of such travel. It is reasonable to expect that there has been some attempt to re-use the building for employment generating uses as the policy relates to buildings that were last in agricultural use. The issue of reusing buildings for residential purposes is dealt with within other policies in the Plan. To avoid confusion the scope of this part of the Policy is to be refined.</p>	
14.35	Policy ED2 Parts III, IV and V	Need to reflect recent changes (and impending changes) to Permitted Development rights. There is nothing in legislation that restricts the changes of use within rural areas to only uses that are 'employment generating'.	<p>It is impossible to predict changes to the General Permitted Development Order. Sometimes changes are for a temporary period only and therefore need to be backed up by a robust local policy approach for the longer term. A new paragraph should be added which refers to changing legislation and the need to ensure there is a long term policy approach which is in the interests of the District's economy. The NPPF does require authorities to "support economic growth in rural areas". One way of doing so is to ensure that where a business use stops that alternative businesses are given the opportunity to locate there before alternative non- business uses are allowed. There is a need for cheaper business premises in the district and there is therefore a "strong economic reason" for this approach before the immediate conversion to residential. The economic and residential needs should be balanced in the particular circumstances of the case.</p> <p>A new 'orange box' is required to refer to the Permitted Development legislation after 14.1.8.</p> <p>Para 14.3.2 should also refer to the updated Permitted Development Legislation.</p>	<p><b>Amendment to text (new para's 14.1.6 to 14.1.8 and para 14.1.5 renumbered 14.1.9)</b></p> <p><u>14.1.6 The economic landscape is, however, changing with the latest permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015. The Order is intended to increase housing supply by allowing change of use from some business uses to residential.</u></p> <p><u>14.1.7 Not all changes of use will be permitted development. Some will be subject to a prior approval process which means that a developer has to seek approval from the local planning authority that specified elements of the development are acceptable before work can proceed. The matters for prior approval vary depending on the type of development and these are set out in full in the relevant parts in Schedule 2 to the Order.</u></p> <p><u>14.1.8 There are also a range of exclusions which apply to permitted development rights. For instance, there are protected areas which include, for example, Conservation Areas. Some permitted development rights are also in place for a limited period of time; again, these are set out in full in the relevant sections in</u></p>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
				<p><u>Schedule 2 to the Order.</u></p> <p><u>Permitted development rights are set out in The Town and Country Planning (General Permitted Development) (England) Order 2015 at <a href="http://www.legislation.gov.uk">www.legislation.gov.uk</a></u></p> <p>14.1.59 Whilst it is acknowledged that nationally there is a drive to reinvigorate economic growth and reduce housing demand through allowing changes of use from B1 (business) uses to C3 (residential) uses, the legislation guiding these changes apply only to conversions begun by 30 May 2016. It is vital that the District Plan provides for all of East Herts' needs both now and in the future. Whilst acknowledging permitted development rights, the District Plan must also consider the longer term needs of the district's economy. Businesses have performed well in East Herts despite the economic recession and the Council therefore maintains that commercial and business units should be retained in appropriate locations in order to provide suitable accommodation for existing and emerging businesses and to facilitate sharing of services and supply chains. It is necessary to ensure that where office space is converted into residential units this does not result in isolated and unsustainable residential developments or prejudice the prospects of remaining neighbouring businesses.</p> <p><b>Amendment to text (Para. 14.3.2 )</b></p> <p>14.3.2 Employment areas within the rural area have a key role to play in providing accessible and affordable employment and business opportunities. It is important to balance</p>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
				the need to retain these vital rural employment locations with the need to protect the amenity of the locality. <u>Changes to Permitted Development legislation affecting buildings in the rural area have the potential to significantly affect rural districts like East Herts. However, some Permitted Development changes are temporary and are subject to change. It is therefore vital that the Council takes a long term approach and seeks a high standard of development that is appropriate to its setting.</u>
14.36	Policy ED2 Parts III, IV and V	Datchworth Parish Council would like to see additional criteria added to control traffic generation which is inappropriate for the highway network and rural setting.	There are sufficient policies within other chapters of the Plan which cover issues such as transport and highway safety.	<b>No amendment in response to this issue</b>
14.37	Policy ED2 Part V	The County Council raise concern that diversification can lead to intensification of a form that detracts from the primary attraction of the countryside. More should be done to improve people's connection with food production and living landscapes.	HCC recommend adding words to Part V to the effect that farm diversification would be supported where it contributes to maintenance of biodiversity or landscape interests – which is a positive approach to securing viable farming enterprises. They state it could also support a positive approach to the development of food-related enterprises, engaging land management and local produce and local markets.	<b>Amendment to text (Policy ED2 )</b> <u>See amended Policy ED2</u> <u>IV. Proposals for the diversification of farms will be supported in principle where:</u> <u>(a) they secure the viability of the agricultural practice of the farm;</u> <u>(b) they contribute to the maintenance of biodiversity or landscape interests;</u> <u>(c) they support the engagement of communities with land management, food production and rural crafts and the development of local produce markets;</u> <u>(d) the diversification remains a subsidiary of the overall agricultural activity of the holding;</u> <u>(e) any resultant retail or commercial use does not have an adverse impact on the viability of existing nearby rural or village shops or community facilities; and</u> <u>(f) such proposals do not conflict with other policies within this Plan.</u>
14.38	Policy ED2	Great Munden Parish Council support Policy ED2 where it relates to their area.	Support noted and welcomed.	<b>No amendment in response to this issue</b>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.39	Policy ED2	Development should not be restricted in the rural area and villages in general. New housing in rural areas can assist with the retention of local services and therefore employment opportunities. To rely on improving broadband services to these locations is not enough and therefore does not embody the proactive approach of the NPPF.	The Plan provides an opportunity for rural areas to have a more proactive involvement in determining the location and design of development through the preparation of Neighbourhood Plans. Policy ED2 as re-written is considered an adequate response to this issue, providing support in principle to rural employment opportunities. In terms of broadband services, the Connected Counties programme is an established programme which works with BT to improve broadband connectivity across rural areas in Hertfordshire. The indicative timetable for rollout can be viewed at <a href="http://www.connectedcounties.org/news/2015/may/superfast-extension-programme-confirmed-in-herts">http://www.connectedcounties.org/news/2015/may/superfast-extension-programme-confirmed-in-herts</a> . Other policies within the Plan require developments to be supported by broadband infrastructure. This will in time assist with creating greater coverage of this utility.	<b>No amendment in response to this issue</b>
14.40	Policy ED2	Hayter in Spellbrook indicate their desire to expand at their current site but this would involve the selling of part of their land for residential purposes to fund the redevelopment of the business. They indicate that the inability to expand may result in the relocation of the business out of the District losing approximately 170 jobs and affecting the 20 local suppliers of the company.	The current landowner has submitted the land to the Call for Sites for residential development. This will be assessed through the SLAA process. It is however, the view of Officers that residential development in this location would be inappropriate.	<b>No amendment in response to this issue</b>
14.41	Policy ED2	The Canal and River Trust support Policy ED2 as they believe it will allow recognition of the non-footloose nature of waterways, i.e. that the waterway is a fixed constraint, but they also have potential benefits in terms of waterway related businesses. There are also links to tourism, leisure and recreation and rural diversification.	Support noted. Policy ED2 is considered to be flexible enough to be relevant to such forms of development without being too specific. Policy ED5 is considered to be more relevant to this type of activity.	<b>No amendment in response to this issue</b>
<b>14.4 Communications Infrastructure</b>				
14.42	14.4	The introduction of broadband communications reduces the need to travel to work or for retail purposes.	It is acknowledged that improvements to such technology will change employment and retail activity over time.	<b>No amendment in response to this issue</b>

Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
14.43	14.4	There is support for the provision and enhancement of provision of broadband, particularly to rural areas.	Support noted and welcomed. There is a national ambition which is seeks to expand connectivity to remote areas of the country.	<b>No amendment in response to this issue</b>
14.44	Policy ED3	The policy is too negative and does not encourage better coverage of communications technology, including broadband and mobile services.	Policy ED3 supports the provision of new infrastructure so that it is available from the start of occupation.  The Connected Counties programme is an established programme which works with BT to improve broadband connectivity across rural areas in Hertfordshire. The indicative timetable for rollout can be viewed at <a href="http://www.connectedcounties.org/news/2015/may/sup-erfast-extension-programme-confirmed-in-herts">http://www.connectedcounties.org/news/2015/may/sup-erfast-extension-programme-confirmed-in-herts</a> .	<b>No amendment in response to this issue</b>
<b>14.4 Flexible Working Practices</b>				
14.45	Policy ED4	Mostly linked to ED3 in terms of ensuring there is sufficient coverage of broadband connectivity to enable this to become more of an option, particularly in the rural areas.	The Connected Counties programme is an established programme which works with BT to improve broadband connectivity across rural areas in Hertfordshire. The indicative timetable for rollout can be viewed at <a href="http://www.connectedcounties.org/news/2015/may/sup-erfast-extension-programme-confirmed-in-herts">http://www.connectedcounties.org/news/2015/may/sup-erfast-extension-programme-confirmed-in-herts</a> .	<b>No amendment in response to this issue</b>
<b>14.5 Tourism</b>				
14.46	Policy ED5	The Canal and River Trust support this policy and its recognition of the importance of water-based recreation and tourism, and raise additional benefits to industry and businesses that waterways can bring.	Support noted and welcomed	<b>No amendment in response to this issue</b>
<b>14.6 Lifelong Learning</b>				
14.47	14.6.1	The University of Hertfordshire wish for this paragraph to refer to their Bayfordbury Campus which is an important educational facility for science, life science and astronomical research. The University wish to see more importance given to higher education and in particular to this campus within the Plan for its role as an	The paragraph should be amended to refer to this important educational resource.	<b>Amendment to text (para 14.6.1)</b> It is vital that the educational needs of the district are met at both primary and secondary level, but also within higher education and adult learning opportunities, including apprenticeships. <del>East Herts does not have a university, but the University of Hertfordshire lies within the nearby town of Hatfield.</del> <u>The University of Hertfordshire's main campus is</u>



Issue Number	Paragraph /Policy	Issue	Officer Response	Proposed Amendment
		educational facility with international importance and a contributor to the local economy.		<p><u>located in the nearby town of Hatfield. The University also has a campus based at Bayfordbury, near Hertford, which specialises in ecological and astronomical research. It is home to the Bayfordbury Observatory and hosts an extensive outreach programme for the general public and local schools, hosting regular public open evenings. The campus participates in internationally important research and is a significant contributor to the local economy.</u></p> <p><b>Latter half of para. 14.6.1 moved to a new paragraph 14.6.2</b> Harlow College offers vocational courses....</p>
14.48	Policy ED6 Lifelong Learning	This policy is not proactive enough. It does not mention distance learning opportunities such as WEA and U3A (Workers Educational Association and University of the 3 <sup>rd</sup> Age). These sorts of groups are essential for mature students/older generations in terms of re-training, accessing work and keeping up with modern technology.	This policy is primarily concerned with the construction of new educational buildings and those activities that will require a dedicated building. It does not distinguish the different types of users of such buildings. It is just setting into policy the support for such establishments. The policy is broad enough to cover a range of scenarios provided the building is used to support learning and community needs.	<b>No amendment in response to this issue</b>

**Part 2: Further Proposed Amendments**

Policy/ Paragraph	Issue	Proposed Amendment
<b>General</b>		
	The Chapter title should be amended from 'Economy' to 'Economic Development' to better reflect its content and purpose.	<b>Chapter title amended to 'Economic Development'</b>
<b>14.2 Employment</b>		
14.2.2	The importance of small businesses needs to be highlighted.	<b>Amendment to text (Para. 14.2.2)</b>  14.2.2 While a large proportion of the district's employment generating uses and B-Class businesses are located in designated Employment Areas, there are many <b>small, independent traders and</b> businesses located across the district either in small clusters or isolated units. <b>These businesses are well located for the service they deliver whilst providing valuable sources of local employment in a variety of businesses. Therefore the Council seeks, in general, to retain and encourage their continued use and if necessary, their replacement with alternative appropriate uses.</b>
14.2.3	Reference to IT connectivity removed as this is an ambiguous phrase. Reference to the vehicle parking standards SPD would also be a useful addition.	<b>Amendment to text (Para. 14.2.3)</b>  <u>14.2.3</u> Evidence also shows that a significant proportion of employment generating uses are actually in the retail and service industries and would not necessarily locate in employment areas. In addition, there is a growing trend towards self-employment and more flexible working patterns including working from home. To facilitate this flexible approach to working, it is important that <b>adequate access to high-speed</b> broadband technology and <b>IT connectivity is available along with</b> and the ability to access office space where necessary <b>is available. A vital part Part</b> of the district's business offer <b>should could be through</b> the provision of a business-hub facilities, which provides meeting rooms, office equipment and function room services for hire and for drop-in purposes. Such a facility should be in an accessible location and have sufficient parking <b>provision in line with the Council's Vehicle Parking Provision at New Development SPD.</b>

Policy/ Paragraph	Issue	Proposed Amendment
Policy ED1	<p>Cross reference to Policy ED3 Communications Infrastructure should be added for clarity.</p> <p>Reference to the Design Chapter needs to be updated to Design and Landscape.</p> <p>The Climate Change Chapter is now Chapter 21.</p>	<p><b>Amendment to text (Policy ED1, Part II.)</b></p> <p>New employment floorspace should be of a flexible design, able to respond to the changing needs of small and growing enterprises, be energy efficient in construction and operation (in accordance with the Council's Design <u>and Landscape</u>, and Climate Change policies in Chapters 16 and 21<del>2</del>) and have fully integrated communications technology, <u>in line with Policy ED3 Communications Infrastructure</u>.</p>
<b>14.3 Rural Economy</b>		
14.3.3	<p>Local food production is growing in importance and it is considered helpful for the Council to set out how it will approach developments that perform this role. In particular, glasshouses are a vital part of local food production, particularly in the Lea Valley. Whilst they have agricultural building status, they can also have a visually detrimental impact. It is therefore necessary to ensure that whilst development proposals for food production are supported in principle, they should be developed in line with other policies in the Plan.</p>	<p><b>Amendment to text (Para. 14.3.3)</b></p> <p><u>14.3.3 Hertfordshire has a rich tradition of providing food for London and food production is a key element of the rural economy. Local food production not only reduces food miles (distance between place of production and consumption), but it also provides food security and local employment. New technology increases productivity, efficiency and diversity of produce, including those used in the pharmaceutical and bio-science industry. The Lea Valley has the highest concentration of glasshouses in the country providing produce for local, national and international consumption. It is therefore important that this area of agricultural heritage is protected and enhanced where appropriate. The Council is supportive of initiatives which support food production industries where they are in line with other District Plan policies.</u></p>
Policy ED2	<p>There is a potential conflict between what Policy ED2 Part III and IV is trying to achieve. It attempts to be applicable to all agricultural and rural building changes instead of focusing on retaining rural employment opportunities. The policy needs to be refined to just deal with agricultural and rural businesses and a new policy can be added to the Green Belt and Rural Area Beyond the Green Belt policies and within the Housing chapter to deal with other development in the rural area.</p>	<p><b>Amendment to text (Policy ED2)</b></p> <p><b>Policy ED2 Rural Economy</b></p> <p><del>1. Proposals for new agricultural buildings, which require planning permission, will be permitted where the building:</del></p> <p><del>(a) Is required to support the viability of the agricultural holding;</del></p> <p><del>(b) Is of a design which is appropriate for its intended use;</del></p> <p><del>(c) Is sympathetic to its surroundings in terms of design and includes a landscaping scheme;</del></p> <p><del>(d) Is designed to minimise the impact of the building on the character and appearance of the countryside;</del></p> <p><del>(e) is located within or adjacent to an existing group of buildings unless it can be demonstrated that a more isolated location is essential to meet the needs of the holding.</del></p>



Policy/ Paragraph	Issue	Proposed Amendment
	<p>It is considered that this policy should be more pro-active, seeking the provision of new and enhanced provision first before dealing with the loss of provision.</p> <p>The policy also needs to be less prescriptive, particularly in the light of changes to Permitted Development. Where the Council can seek to manage development, it should encourage the use of buildings for alternative employment generating uses, and require the applicant to demonstrate that they have considered other uses or interventions.</p> <p>The policy should also be more proactive about the diversification of agricultural premises.</p> <p>This amendment brings together the various suggested changes to Policy ED2 together.</p>	<p><del>II. In order to support sustainable economic growth in rural areas and to prevent the loss of vital sources of rural employment, proposals that create new employment generating uses or expand existing businesses in the rural area will be supported in principle where they are appropriately and sustainably located and do not conflict with Part I of this policy or other policies within this Plan.</del></p> <p><del>III. Proposals that consist of a change of use of agricultural or employment generating uses will need to provide evidence that the use is no longer needed nor viable, and that the change of use will provide at least the equivalent number of job opportunities.</del></p> <p><del>IV. Where the change of use of an agricultural building is proposed, evidence will be required to demonstrate that:</del></p> <p><del>(a) the building was originally erected to serve a genuine agricultural need;</del></p> <p><del>(b) the retention of the building is unable to be facilitated by conversion to a fully or part employment generating use; and</del></p> <p><del>(c) the building is permanent and soundly constructed, not requiring complete or substantial reconstruction before adaptation to a new use.</del></p> <p><del>(d) Such proposals should not conflict with Part I of this policy or other policies within this Plan.</del></p> <p><del>V. Proposals for the diversification of farms will be supported in principle where:</del></p> <p><del>(a) they secure the viability of the agricultural practice of the farm;</del></p> <p><del>(b) the diversification remains a subsidiary of the overall agricultural holding; and</del></p> <p><del>(c) any resultant retail or commercial use does not have an adverse impact on the viability of existing nearby rural or village shops or community facilities.</del></p> <p><u>I. In order to support sustainable economic growth in rural areas and to prevent the loss of vital sources of rural employment, proposals that create new employment generating uses or support the sustainable growth and expansion of existing businesses in the rural area will be supported in principle where they are appropriately and sustainably located and do not conflict with other policies within this Plan.</u></p> <p><u>II. Proposals that consist of a change of use of agricultural or employment generating use in the rural area to other employment generating uses will be supported in principle subject to other policies within this Plan.</u></p> <p><u>III. Where the proposal results in the loss of an agricultural or employment use in a rural area or a change of use to a non-employment generating use, evidence will be required to demonstrate that:</u></p> <p><u>(a) the current agricultural or employment use is no longer needed or viable;</u></p> <p><u>(b) that improvements to the site/premises would not make alternative employment generating uses viable;</u></p> <p><u>(c) the retention of the employment generating use is unable to be facilitated by the partial conversion to a non-employment generating use;</u></p> <p><u>(d) the building is permanent and soundly constructed, not requiring complete or substantial reconstruction before adaptation to a new use; and</u></p>

Policy/ Paragraph	Issue	Proposed Amendment
		<p><u>(e) such proposals should not conflict with other policies within this Plan.</u></p> <p><u>IV. Proposals for the diversification of farms will be supported in principle where:</u></p> <p><u>(a) they secure the viability of the agricultural practice of the farm;</u></p> <p><u>(b) they contribute to the maintenance of biodiversity or landscape interests;</u></p> <p><u>(c) they support the engagement of communities with land management, food production and rural crafts and the development of local produce markets;</u></p> <p><u>(d) the diversification remains a subsidiary of the overall agricultural activity of the holding;</u></p> <p><u>(e) any resultant retail or commercial use does not have an adverse impact on the viability of existing nearby rural or village shops or community facilities; and</u></p> <p><u>(f) such proposals do not conflict with other policies within this Plan.</u></p>
<b>14.4 Communications Infrastructure and Flexible Working Practices</b>		
Policy ED4, Part I.	As parking provision can sometimes be an issue for such changes, this should be a consideration in the policy.	<p><b>Amendment to text (Policy ED4, Part I.)</b></p> <p>I. Proposals for the use of part of a dwelling for small-scale business purposes will be <u>supported in principle provided:</u></p> <p><u>(a) that the premises has sufficient parking for all uses in line with the Council's Vehicle Parking in New Developments SPD; and</u></p> <p><u>(b) expected to ensure that the amenity of neighbouring properties is not adversely affected.</u></p>
Policy ED4, Part II.	Section should include the caveat of such developments being located in sustainable locations.	<p><b>Amendment to text (Policy ED4, Part II.)</b></p> <p>II. Proposals for live/work units will be supported in principle <u>in sustainable locations</u> subject to the following:...</p>
Policy ED4, Part III.(c)	The occupancy condition part of the policy is too restrictive.	<p><b>Amendment to text (Policy ED4, Part III.)</b></p> <p>III. Where permission for live/work units is granted, <u>the residential occupancy will be restricted by condition to ensure that it is occupied by a person or persons employed in the business carried out in the premises.</u></p> <p><u>The following conditions shall also be applied: .....</u></p> <p><del>(c) The residential floorspace of the live/work unit shall not be occupied other than by a person solely or mainly employed, or last employed in the business occupying the business floorspace of that unit, a widow or widower of such a person, or any resident dependants.</del></p>
<b>14.5 Tourism</b>		
Policy ED5	This policy should also cover extensions to existing tourism enterprises.	<p><b>Amendment to text (Policy ED5, Part I.)</b></p> <p>I. New tourism enterprises <u>or extensions to existing tourism enterprises</u> will be supported in principle where the facility meets identified needs which are not met by existing facilities, are appropriately located and do not conflict with other policies within this Plan.</p>
<b>14.6 Lifelong Learning</b>		

Policy/ Paragraph	Issue	Proposed Amendment
14.6.1	<p>The paragraph should be more broad, rather than focussing just on the Bishop's Stortford and Leventhorpe partnership.</p> <p>Reference to the Council's Economic Development Strategy needs updating.</p>	<p><b>Amendment to text (Para. 14.6.2)</b></p> <p><b>14.6.2</b> Harlow College offers vocational courses and the Hertford Regional College has campuses both within Ware and the neighbouring town of Turnford in Broxbourne Borough, specialising in vocational courses. There <u>are</u> is also an active adult learning partnerships between several Bishop's Stortford secondary schools <u>which offer school-leaver and adult learning opportunities.</u> and The Leventhorpe School in Sawbridgeworth. It is vital that through the Council's Economic Development Strategy, links with these educational facilities are maximised and the development of further education opportunities are supported. <u>A key priority of the Council's Economic Development Strategy is to maximise links with these educational facilities, to support the development of further education opportunities and to foster entrepreneurialism and the development and growth of new businesses within the district.</u></p>

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## **14 Economic Development**

### **14.1 Introduction**

- 14.1.1 East Herts is a district of fairly small towns and an extensive rural area. It lies between the A1(M) and the M11, with only the A10 running north-south and the A414 running east-west through the south of the district. East Herts is surrounded by the larger centres of Hatfield, Welwyn Garden City, Stevenage, Letchworth and Baldock, located along the A1(M) corridor. To the south and east there are the urban areas of Hoddesdon, Cheshunt and Harlow. Stansted Airport, a major centre of employment, lies just outside the district boundary to the north east of Bishop's Stortford.
- 14.1.2 This geography has a significant bearing on patterns of economic development. East Herts is not a self-contained economy and in economic terms it plays a supporting role in relation to the adjacent urban centres and Stansted Airport, particularly in terms of labour supply. It is home to many of the people who work in these adjacent towns (and the airport). As such, East Herts is part of a wider integrated labour and property market area covering much of Hertfordshire and part of Essex and north London. East Herts is an important part of this economic sub-region, but the district's business base is made up predominantly of small and medium sized firms, many of which will have links to companies in the sub-region, to London or with Stansted Airport.
- 14.1.3 It is necessary to acknowledge the role East Herts plays and to balance the desire to remain competitive and to provide new employment opportunities for the residents of the district within the limitations created by the physical constraints of each town and the wider economic geography.
- 14.1.4 East Herts is a prosperous district with higher than average earnings and relatively low unemployment, though the statistics disguise pockets of relative deprivation within the district. Educational attainment is generally very high, but there is a disparity between the wages of those who live and work within the district and those who live in East Herts but are employed outside the district in locations such as London and Cambridge. There is

therefore a need to ensure there is a balance of employment opportunities available to residents and to ensure that the skills of the workforce (both school leavers and adults alike) are appropriate for the businesses within and beyond the district, and to provide support for entrepreneurialism, new and growing businesses.

- 14.1.5 Retail and leisure facilities, along with education and healthcare services also provide valuable sources of employment. Businesses located in or with good connections to a town centre for example can help to support these uses and can benefit from shared resources and good public transport connectivity. It is therefore important to encourage the retention of employment uses within towns and villages.
- 14.1.6 The economic landscape is, however, changing with the latest permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015. The Order is intended to increase housing supply by allowing change of use from some business uses to residential.
- 14.1.7 Not all changes of use will be permitted development. Some will be subject to a prior approval process which means that a developer has to seek approval from the local planning authority that specified elements of the development are acceptable before work can proceed. The matters for prior approval vary depending on the type of development and these are set out in full in the relevant parts in Schedule 2 to the Order.
- 14.1.8 There are also a range of exclusions which apply to permitted development rights. For instance, there are protected areas which include, for example, Conservation Areas. Some permitted development rights are also in place for a limited period of time; again, these are set out in full in the relevant sections in Schedule 2 to the Order.

Permitted development rights are set out in The Town and Country Planning (General Permitted Development) (England) Order 2015 at <a href="http://www.legislation.gov.uk">www.legislation.gov.uk</a>
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- 14.1.9 Whilst acknowledging permitted development rights, the District Plan must also consider the longer term needs of the district's economy. Businesses have performed well in East Herts despite the economic recession and the Council therefore maintains that commercial and business units should be retained in appropriate locations in order to provide suitable accommodation for existing and emerging businesses and to facilitate sharing of services and supply chains. It is necessary to ensure that where office space is converted into residential units this does not result in isolated and unsustainable residential developments or prejudice the prospects of remaining neighbouring businesses.
- 14.1.10 The NPPF requires local authorities to do all they can to support sustainable economic growth and to plan proactively to meet the development needs of businesses. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances. Authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement, and facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.
- 14.1.11 This Chapter endorses and seeks to facilitate the Council's Economic Development Strategy, which goes beyond the policies of the District Plan. The Economic Development Strategy Vision contains six priorities summarised in Table 14.1 below:

**Table 14.1: Economic Development Strategy Vision**

<b>Priority</b>	<b>Objective</b>
A business friendly council	<i>We will ensure we are supporting businesses as 'customers' of council services as well as listening to the needs of the business community</i>
Enabling entrepreneurs and business start ups	<i>We will encourage wealth creation in the district and ensure businesses can access a wide range of locally sourced services</i>
Supporting the rural economy	<i>We will maximise investment into the rural economy and ensure it remains competitive</i>
Vibrant Town Centres	<i>We will ensure our town centres meet the</i>

	<i>needs and wants of our residents and visitors</i>
Supporting the visitor economy	<i>We want to raise the profile of local attractions and support businesses in their supply chain</i>
Lobbying for the right infrastructure	<i>We will work with key partners to ensure East Herts can support growth in the right places at the right times</i>

14.1.12 The Council will also continue to work alongside the Hertfordshire Local Enterprise Partnership and other national and local initiatives that seek to support and enhance the economy of East Herts.

## **14.2 Employment**

14.2.1 The NPPF is clear that policies should avoid the long term protection of employment land where there is no reasonable prospect of a site being used for that purpose. The Council has produced a series of reports which identify the need to retain all designated Employment Areas for current and future requirements. Nevertheless, the policy approach is sufficiently flexible to respond to individual business needs within the remit of protecting and retaining land for employment purposes.

The Council's technical studies relating to employment and economic development can be viewed and downloaded from the Council's Website at: [www.eastherts.gov.uk/technicalstudies](http://www.eastherts.gov.uk/technicalstudies)

14.2.2 While a large proportion of the district's employment generating uses and B-Class businesses are located in designated Employment Areas, there are many small, independent traders and businesses located across the district either in small clusters or isolated units. These businesses are well located for the service they deliver whilst providing valuable sources of local employment in a variety of businesses. Therefore the Council seeks, in general, to retain and encourage their continued use and if necessary, their replacement with alternative appropriate uses. On designated Employment Areas, evidence of marketing for a minimum period of twelve months will be required. For non-designated sites, normally a minimum period of six months is requested, though each case



will be determined on its merits in discussion with the Development Management Team.

- 14.2.3 Evidence also shows that a significant proportion of employment generating uses are actually in the retail and service industries and would not necessarily locate in employment areas. In addition, there is a growing trend towards self-employment and more flexible working patterns including working from home. To facilitate this flexible approach to working, it is important that access to high-speed broadband technology is available along with the ability to access office space where necessary. Part of the district's business offer could be through the provision of business-hub facilities which provide meeting rooms, office equipment and function room services for hire and for drop-in purposes. Such a facility should be in an accessible location and have sufficient parking provision in line with the Council's Vehicle Parking Provision at New Developments SPD.
- 14.2.4 The following policies relate to the district as a whole and set out the approach to designated and non-designated employment land and employment generating uses, which may include uses not within the traditional employment Use Classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution). Policies on retail and commercial uses are contained in Chapter 16 (Retail and Town Centres). Policies related to employment, retail or commercial uses relevant to specific settlements are included in the appropriate settlement chapter.

### **Policy ED1 Employment**

I. Within designated Employment Areas (as defined on the Policies Map), land is reserved for industry, comprising Use Classes B1 (Business), B2 (General Industrial) and where well related to the primary road network, B8 (Storage and Distribution).

II. The provision of new employment uses will be supported in principle, where they are in a suitable location where access can be achieved by a choice of sustainable transport and do not conflict with other policies within this Plan. New employment floorspace should be of a flexible design, able to respond to the changing needs of small and growing enterprises, be energy

efficient in construction and operation (in accordance with the Council's Design and Landscape, and Climate Change policies in Chapters 16 and 21) and have fully integrated communications technology, in line with Policy ED3 Communications Infrastructure.

III. Development which would cause the loss of an existing designated Employment Area, or a site/ premises that was last in employment use (Classes B1, B2, B8 or related Sui Generis), will only be permitted where all the following criteria are met:

(a) The retention of the site or premises for Use Classes B1, B2 and B8 has been fully explored without success. This should also consider whether improvements to the existing site/premises would make it more attractive to alternative B1, B2 or B8 uses. The applicant will be expected to undertake discussions with officers as to the potential for and suitability of alternative uses. Evidence of a period of marketing of at least 12 months must be provided. For a non-designated employment area, a proportionate approach should be taken;

(b) The retention of the B1, B2 or B8 use is unable to be facilitated by the partial conversion to a non-employment generating use; and

(c) The proposal does not prejudice the continued viability of existing Employment Areas and neighbouring uses and existing operational employment sites and neighbouring uses.

IV. The Mill Site in Bishop's Stortford will remain as a designated Employment Area until such time that the land is presented as being available for redevelopment. The site will then be subject to the provisions of Policy BISH2 and should be brought forward for redevelopment as part of a comprehensive masterplan.

### **14.3 Rural Economy**

14.3.1 East Herts has the most significant rural economic profile in the county, with more than 400 agricultural holdings occupying more than 34,000 hectares. Many of these businesses have diversified and have a second income stream. Some diversification schemes, such as those that create visitor attractions, result in the intensification of the rural area but can also act as a means of

connecting visitors to the countryside, thereby supporting rural jobs and skills.

- 14.3.2 Employment areas within the rural area have a key role to play in providing accessible and affordable employment and business opportunities. It is important to balance the need to retain these vital rural employment locations with the need to protect the amenity of the locality. Changes to Permitted Development legislation affecting buildings in the rural area have the potential to significantly affect rural districts like East Herts. However, some Permitted Development changes are temporary and are subject to change. It is therefore vital that the Council takes a long term approach and seeks a high standard of development that is appropriate to its setting.
- 14.3.3 Hertfordshire has a rich tradition of providing food for London and food production is a key element of the rural economy. Local food production not only reduces food miles (distance between place of production and consumption), but it also provides food security and local employment. New technology increases productivity, efficiency and diversity of produce, including those used in the pharmaceutical and bio-science industry. The Lea Valley has the highest concentration of glasshouses in the country providing produce for local, national and international consumption. It is therefore important that this area of agricultural heritage is protected and enhanced where appropriate. The Council is supportive of initiatives which support food production industries where they are in line with other District Plan policies.
- 14.3.4 Agricultural buildings within the rural area are often of historic merit and the conversion of such buildings should be undertaken with care in order to protect the historic and visual quality of the building and its setting. In most cases, agricultural buildings would be considered in relation to the farm house, most of which, if they are of historic merit would already be designated in some way. Where there is no designation, an assessment will be made in relation to the Heritage policies in Chapter 21 and other policies in this Plan. The Council will expect such proposals to consider the English

Heritage guide 'The Conversion of Traditional Farm Buildings: A guide to good practice'.

The English Heritage guide 'The conversion of Traditional Farm Buildings: A guide to good practice' can be viewed and downloaded at [www.english-heritage.org.uk/publications/conversion-of-traditional-farm-buildings/](http://www.english-heritage.org.uk/publications/conversion-of-traditional-farm-buildings/).

### **Policy ED2 Rural Economy**

I. In order to support sustainable economic growth in rural areas and to prevent the loss of vital sources of rural employment, proposals that create new employment generating uses or support the sustainable growth and expansion of existing businesses in the rural area will be supported in principle where they are appropriately and sustainably located and do not conflict with other policies within this Plan.

II. Proposals that consist of a change of use of agricultural or employment generating use in the rural area to other employment generating uses will be supported in principle subject to other policies within this Plan.

III. Where the proposal results in the loss of an agricultural or employment use in a rural area or a change of use to a non-employment generating use, evidence will be required to demonstrate that:

(a) the current agricultural or employment use is no longer needed or viable;

(b) that improvements to the site/premises would not make alternative employment generating uses viable;

(c) the retention of the employment generating use is unable to be facilitated by the partial conversion to a non-employment generating use;

(d) the building is permanent and soundly constructed, not requiring complete or substantial reconstruction before adaptation to a new use; and

(e) such proposals should not conflict with other policies within this Plan.

IV. Proposals for the diversification of farms will be supported in principle where:

- (a) they secure the viability of the agricultural practice of the farm;
- (b) they contribute to the maintenance of biodiversity or landscape interests;
- (c) they support the engagement of communities with land management, food production and rural crafts and the development of local produce markets;
- (d) the diversification remains a subsidiary of the overall agricultural activity of the holding;
- (e) any resultant retail or commercial use does not have an adverse impact on the viability of existing nearby rural or village shops or community facilities; and
- (f) such proposals do not conflict with other policies within this Plan.

#### **14.4 Communications Infrastructure and Flexible Working Practices**

##### **Communications Infrastructure**

14.4.1 With the development of new information technology such as broadband internet, smart phones and Wi-Fi connectivity, working behaviour is changing with individuals and businesses working in more flexible ways. Recent trends indicate a growing popularity of and propensity for flexible working patterns and working from home. It is important that new residential properties are designed in a way that enables households to work from home either occasionally or on a full-time basis. It is vital that communications infrastructure is provided as a fully integrated part of new residential and commercial premises, particularly in more rural locations.

##### **Policy ED3 Communications Infrastructure**

The provision or expansion of electronic communications networks, including high-speed broadband is supported in principle subject to the following:

- (a) Where providing new infrastructure, such equipment is fully integrated into the design and is available from the start of occupation;
- (b) That masts and visible structures are kept to the minimum required for the efficient operation of the network. Providers should justify the need for new structures, having fully explored the multiple-use of existing structures;
- (c) Where new structures are required, equipment should be sympathetically and appropriately located, designed and camouflaged where possible, in order to respect the character and amenity of existing developments and occupiers. Providers will be expected to undertake appropriate consultations prior to seeking permission or prior approval;
- (d) Providers should present evidence that the infrastructure will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest;
- (e) Providers should consider the possibility of new buildings or other structures interfering with broadcast and telecommunications services; and
- (f) Proposals should meet the International Commission guidelines (or as amended) for public exposure and operations.

### **Flexible Working Practices**

- 14.4.2 The NPPF supports flexible working practices such as the integration of residential and commercial uses within the same unit, in a way that goes beyond homeworking. Buildings can be designed in ways which facilitate the sharing and division of space for residential and business uses. The way these units operate will be different to those of wholly residential properties and will therefore need to ensure no harm is caused to the amenity of neighbouring uses. Conditions can be used to maintain a level of control over the types, occupation, intensity and operating times of business uses. For Development Management purposes, live/work units are classed as sui generis uses and therefore any change to either part of the property will require planning permission.
- 14.4.3 The provision of such units should be part of a wider mix of residential and other uses within a development.

## **Policy ED4 Flexible Working Practices**

I. Proposals for the use of part of a dwelling for small-scale business purposes will be supported in principle provided:

(a) that the premises has sufficient parking for all uses in line with the Council's Vehicle Parking in New Developments SPD; and

(b) that the amenity of neighbouring properties is not adversely affected.

II. Proposals for live/work units will be supported in principle in sustainable locations subject to the following:

(a) that a separate functional workspace is identifiable and where appropriate capable of accommodating the whole range of B1 uses;

(b) where possible, the workspace element is provided at street level; and

(c) there will be no significant adverse impact on the amenity of the adjoining area or nearby occupiers.

III. Where permission for live/work units is granted, the residential occupancy will be restricted by condition to ensure that it is occupied by a person or persons employed in the business carried out in the premises. The following conditions shall also be applied:

(a) The business floorspace of the live/work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use;

(b) The business floorspace of the live/work unit shall not be used for any purpose other than for purposes within Class [B1] in the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification;

## **14.5 Tourism**

14.5.1 The tourism industry and visitors to the district play a vital role in the East Herts economy, creating jobs and contributing to the maintenance of facilities. Tourism in East Herts is a by-product of

the high quality environment of its countryside and historic market towns, along with its locational advantages and proximity to Stansted Airport, rather than something that can be effectively planned for. It is therefore important that the provision of facilities which cater for the needs of visitors do not detract or harm the very environment that attracts them.

### **Policy ED5 Tourism**

I. New tourism enterprises and extensions to existing tourism enterprises will be supported in principle where the facility meets identified needs which are not met by existing facilities, are appropriately located and do not conflict with other policies within this Plan.

II. Water-based facilities and developments within environmentally sensitive locations will be required to provide evidence that no harm will occur to the quality of the environment and the health of the wildlife in line with the provisions of Policy CFLR4 (Water Based Recreation), Policy NE1 (International, National and Locally Designated Nature Conservation Sites) Policy NE2 (Species and Habitats) and NE3 (Green Infrastructure).

## **14.6 Lifelong Learning**

14.6.1 It is vital that the educational needs of the district are met both at primary and secondary level, but also within higher education and adult learning opportunities, including apprenticeships. The University of Hertfordshire's main campus is located in the nearby town of Hatfield. The University also has a campus based at Bayfordbury, near Hertford, which specialises in ecological and astronomical research. It is home to the Bayfordbury Observatory and hosts an extensive outreach programme for the general public and local schools, hosting regular public open evenings. The campus participates in internationally important research and is a significant contributor to the local economy.

14.6.2 Harlow College offers vocational courses and the Hertford Regional College has campuses both within Ware and the neighbouring town of Turnford in Broxbourne Borough, specialising in vocational courses. There are also active adult learning partnerships between secondary schools which offer school-leaver and adult learning



opportunities. A key priority of the Council's Economic Development Strategy is to maximise links with these educational facilities, to support the development of further education opportunities and to foster entrepreneurialism and the development and growth of new businesses within the district.

The Council's Economic Development Strategy can be viewed and downloaded at: [www.eastherts.gov.uk/economicdevelopmentstrategy](http://www.eastherts.gov.uk/economicdevelopmentstrategy)

14.6.3 In order to provide opportunities for those leaving education, and to support the creation of new businesses and entrepreneurialism in general, the Council will support in principle the creation of incubation units; small, flexible units designed for start-up and growing businesses as part of new employment space across the district.

#### **Policy ED6 Lifelong Learning**

The provision of new educational establishments which support a range of learning and community needs such as further education and opportunities for lifelong learning will be supported in principle in line with Policy CFLR9 (Education).

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## EAST HERTS COUNCIL

### DISTRICT PLANNING EXECUTIVE PANEL – 21 JULY 2016

#### REPORT BY LEADER OF THE COUNCIL

#### EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 18 – COMMUNITY FACILITIES, LEISURE AND RECREATION: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION, FURTHER AMENDMENTS AND DRAFT REVISED CHAPTER

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WARD(S) AFFECTED: ALL

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

The purpose of this report is:

- To bring to Members' attention the issues raised through the Preferred Options consultation in connection with Chapter 18 (Community Facilities, Leisure and Recreation) of the Draft District Plan Preferred Options version, together with Officer responses to those issues;
- To explain to Members why further amendments to Chapter 18 (Community Facilities, Leisure and Recreation) are required to ensure that the final draft District Plan reflects the most up-to-date policy position and the latest available evidence;
- To place before Members for consideration a draft revised chapter, for subsequent incorporation into the final draft District Plan.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL:</u> That Council, via the Executive, be advised that:</b>	
<b>(A)</b>	<b>the issues raised in respect of Chapter 18 (Community Facilities, Leisure and Recreation) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered;</b>
<b>(B)</b>	<b>the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to this report, be agreed;</b>

(C)	the further amendments in respect of Chapter 18 (Community Facilities, Leisure and Recreation) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to this report, be received and considered; and
(D)	the draft revised Chapter 18 (Community Facilities, Leisure and Recreation), as detailed in Essential Reference Paper 'C' to this report, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

## 1.0 Background

1.1 The Council published its Draft District Plan Preferred Options for consultation for a period of twelve weeks between 27<sup>th</sup> February and 22<sup>nd</sup> May 2014. Several thousand comments were received through the consultation exercise from over a thousand stakeholders including statutory consultees and members of the public.

1.2 In order to manage these comments, the Council's agreed approach, as set out in its Statement of Community Involvement (October 2013), is to summarise the issues raised through the consultation and record how these issues have been used to inform the next draft of the District Plan.

1.3 This report presents a draft revised chapter on Community Facilities, Leisure and Recreation for subsequent incorporation into the final Draft District Plan. **Essential Reference Paper 'B'** contains the Issues Report and **Essential Reference Paper 'C'** the draft revised chapter.

## 2.0 Report

2.1 The Issue Report is split into two parts. The first part summarises the issues raised through the Preferred Options Consultation. The issues are grouped according to the section of the Draft Plan they relate to. The table presents an officer response to each issue and then sets out any subsequent proposed amendments to the text or policies of the draft Plan. These proposed amendments are shown in the form of a 'track change' so that readers can clearly see what amendments are being proposed.

- 2.2 The second part of the Issue Report details any further amendments that are required to ensure that the final draft District Plan reflects the most up-to-date policy position and the latest available evidence.
- 2.3 Members will be aware that a report to the District Planning Executive Panel on 8 December 2014 previously considered issues raised in respect of the draft Community Facilities chapter at the Preferred Options Consultation stage and also the proposed officer response to each issue, along with a proposed draft revised Chapter. However, since that time, further feedback has been received from Sport England and other Council departments, which have necessitated a review of some of previously proposed responses to ensure the most up to date and accurate picture going forward.
- 2.4 The Council is currently undertaking a new Open Spaces, Sport and Recreation Assessment which will inform the Council's approach to the provision of such facilities. While it is anticipated that the open space standards element of the assessment will not be available until after the consolidated Plan is presented to Members in September 2016, sufficient flexibility has been built in to the chapter to recognise this and requires applicants to refer to the Council's most up-to-date evidence. The Assessment is being prepared in collaboration with Sport England who have advised that the revised standards and strategies arising from the work can be contained in a Supplementary Planning Document supporting the District Plan. This provides the flexibility to update these standards independently of the whole Plan.
- 2.5 Members are therefore invited to agree the draft revised Chapter 18 (Community Facilities), as detailed in Essential Reference Paper 'C' to this report, as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.
- 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

None

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives:	Priority 1 – Improve the health and wellbeing of our communities  Priority 2 – Enhance the quality of people's lives  Priority 3 – Enable a flourishing local economy
Consultation:	The Report refers to the Draft District Plan consultation carried out between 27 <sup>th</sup> February and 22 <sup>nd</sup> May 2014.
Legal:	None
Financial:	None
Human Resource:	None
Risk Management:	None
Health and wellbeing – issues and impacts:	The Submission 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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**Part 1: Issues Raised Through the Preferred Options Consultation**

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
<b>Introduction</b>				
18.0	18	Provision must be carefully considered to ensure all age groups are catered for. Many services are being cut in the name of austerity. Skills and recreational training must be included.	Noted. Policies on education can be found under Section 18.10 and in Section 14.6 Lifelong Learning in Chapter: 14 Economic Development.	<b>No amendment in response to this issue</b>
18.1	18.1	Where is the chapter on Education?	Whilst there is no specific chapter, policies on education can be found under Section 18.10 and Section 14.6 Lifelong Learning in Chapter 14: Economic Development.	<b>No amendment in response to this issue</b>
18.2	18.1.2	Paragraph supported.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.3	18.1.3	What provision are EHDC envisaging for the increased number of young people in the area? Only one swimming pool and the number of football pitches is not enough for the present population.	It is acknowledged that new housing can place additional pressure on existing open space and facilities. New housing will therefore be expected to provide for new open space, indoor and outdoor sport and recreation facilities which meet identified needs and facilities in accordance with Policy CFLR1.	<b>No amendment in response to this issue</b>
18.4	18.1.4	HERT4 – Bengo does not have any medical services, residents have to travel into town to visit the doctors or dentists. The extra 150 properties proposed by EHDC will place undue strain on the existing medical facilities. Extra capacity needs to be provided as and not after each phase is occupied. The larger sites to the west of Hertford would offer the chance to build these from scratch.	<p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues at GP surgeries and ensure that appropriate provision can be made in Hertford in relation to patients generated by new development. Any such provision would not necessarily need to be located in the Bengo area, but is likely to serve the wider town.</p> <p>Policy CFLR7 should be re-written to place more emphasis on encouraging the</p>	<p><b>Amendment to Policy CFLR7</b></p> <p><del>I. Proposals that result in the loss of uses, buildings or land for public or community use will be refused unless:</del></p> <p><del>(a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or</del></p> <p><del>(b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and quality in a</del></p>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
			<p>provision of new community facilities which would include healthcare, in line with the demands of development. Policy CFLR7 should be split into two with one policy that focuses on where new facilities are required and provided, and a second policy (Policy CFLR8) which focuses on the loss of community facilities.</p>	<p><del>suitable location; or</del></p> <p><del>(e) The development is for an alternative community facility, the need for which clearly outweigh the loss.</del></p> <p><u>I. The provision of adequate and appropriately located community facilities will be sought in conjunction with new development.</u></p> <p><u>II. Developers will be expected to provide either on-site provision, or where appropriate, a financial contribution towards either off-site provision, or the enhancement of existing off-site facilities. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.</u></p> <p><del>II. Proposals that retain or enhance the provision, quality and accessibility of existing uses, buildings or land for public or community use will be supported in principle, where they do not conflict with other policies within this Plan.</del></p> <p>III. Proposals for new <u>and enhanced</u> uses, buildings or land for public or community use <u>will be supported in principle where they do not conflict with other policies within this Plan. Such proposals:</u></p>
<b>Open Space, Sport and Recreation</b>				
18.5	18.2.4	<p>Sport England support reference to technical studies underpinning CFLR1. Whilst studies are considered robust, the supply and demand data on which they are based is now 4-5 years old and there is a need to consider updating these. It will be important that a review of the studies is completed before the plan reaches an advanced stage.</p>	<p>Noted. The Council will continue to work with partners to ensure information is up-to-date and relevant throughout the plan period. A new study is currently being undertaken which will support the Submission version of the Plan.</p>	<p><b>Amendment to text (Para. 18.2.4)</b></p> <p>Applications will be expected to refer to <b>take account of these studies and any additional up-to-date evidence</b> as appropriate.</p>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
18.6	18.2.5 (now 18.2.8)	Sport England welcome the proposed use of community use agreements to secure access to new facilities on educational/private sites. Approach accords with the NPPF which encourages the provision and use of shared space to enhance the sustainability of communities.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.7	18.2.5 (now 18.2.8)	Local residents see Community Use Agreements as an opportunity for greater community use of the facilities at St Andrews School, Stanstead Abbots.	When appropriate opportunities arise, the Council will support and work with communities to make better use of facilities through Community Use Agreements.	<b>No amendment in response to this issue</b>
18.8	CFLR1 18.6	Natural England generally approves of the policies related to Open Space and is encouraged to see the protection and enhancement of the Amwell and Rye Meads SSI. The intention to maintain and create networks between Wormley/Hoddesdon Park Woods, Kings Mead and the Stort Valley is also welcomed.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.9	CFLR1	Sport England support this as it is considered to provide a positive response to the evidence base for sport in relation to the protection, enhancement and provision of sports facilities. Policy fully accords with the NPPF especially paragraphs 70, 73 and 74.	Support noted and welcomed. While the policy has been re-ordered, the content and aims remain the same.	<b>No amendment in response to this issue</b>
18.10	CFLR1	Walking in the area is an important recreational activity. There should be a statement that says: 'a strategic objective is to maintain the quality of the footpaths in the area, and the rural views that so many of them offer. Developments that will damage the views from footpaths will only occur where exceptional need can be shown, and where no other alternative exists.'	Whilst Policy TRA1 seeks to protect rights of way, it is considered appropriate to add a new section on public rights of way.	<b>New Section 18.4 on Public Rights of Way</b> <b><u>18.4 Public Rights of Way</u></b> <b><u>18.4.1 Rights of Way are footpaths, bridleways and byways which have public access. Hertfordshire has an extensive Rights of Way network of over 5,200 paths totaling more than 3,000km. These paths are shown on a map and have a written description in a legal record called the Definitive Map and Statement, which is looked after by Hertfordshire County Council's</u></b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
				<p><u><a href="#">Rights of Way Service at County Hall, Hertford.</a></u></p> <div data-bbox="2062 331 2724 617" style="border: 1px solid black; padding: 5px;"> <p><u><a href="#">Further information on the County Council's Rights of Way Service can be viewed here:</a></u>  <u><a href="http://www.hertsdirect.org/services/envplan/countrysideaccess/row/">http://www.hertsdirect.org/services/envplan/countrysideaccess/row/</a></u></p> </div> <p><u>18.4.2 The Public Rights of Way network has always been an asset for recreation or for the purpose of everyday use such as getting to the local shop or to a bus stop for example. This valuable resource, often taken for granted, now plays an even more important role with regards to people's health and wellbeing and can contribute towards reducing carbon emissions by encouraging travel on foot or by bicycle rather than by car. Public Rights of Way also help to boost tourism and therefore contribute towards the local economy. Without them it would be difficult for residents and visitors alike to access the countryside we have in and around East Herts.</u></p> <p><u>18.4.3 Development proposals should therefore take full account of the need to protect and enhance Public Rights of Way.</u></p> <div data-bbox="2062 1419 2724 1745" style="border: 1px solid black; padding: 5px;"> <p><b><u>Policy CFLR3 Public Rights of Way</u></b></p> <p><u>Proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the Rights of Way network.</u></p> </div>
18.11	CFLR1	Objection to the 'open space' designation on the land west of County Hall and should be removed from the proposals map. The playing pitches are unallocated	Not agreed. The land in question is allocated under Policy LRC1 in the Local Plan 2007. It is a well-used for cricket,	<b>No amendment in response to this issue</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		in the adopted Local Plan. Land is used primarily by County Staff. Identification under Policy CFLR1 removes any possibility of potential residential uses on this site, for example on the part adjacent to Leahoe. Facilities for recreation acceptable within Green Belt policy could be provided on a site to the west of the town, north or south of Welwyn Road.	football etc. by the County Council and other local clubs. There is a demand for outdoor pitches in Hertford and this pitch makes a contribution to the wider provision within the town. It is the view of Officers that land to the north and south of Welwyn Road is suitable for residential development that will provide for local open space but not playing pitches for outdoor sports. There are a number of outdoor pitches already within this area.	
18.12	CFLR1	There are not adequate sports facilities allocated in the Local Plan to accommodate for the level of growth.	It is acknowledged that new housing can place additional pressure on existing open space and facilities. New housing will therefore be expected to provide for new open space and facilities in accordance with Policy CFLR1. Proposals for new open space, indoor and outdoor sport and recreation facilities which meet identified needs will also be encouraged in suitable locations in accordance with Policy CFLR1 and other relevant policies in the Plan.	<b>No amendment in response to this issue</b>
18.13	CFLR1	Bishop's Stortford College object to land in their ownership being identified under Policy CFLR1. Paragraphs 18.1.3 and 18.2.2 clearly highlight that the open space to which this policy should apply should comprise sports facilities or public recreation areas, not private garden/lawned areas. There is no public access through the College in this location. The CFLR designation should be removed.	Agreed. The Policy Map boundaries will need to be reviewed to distinguish between the types of land ownership of the College.	<b>Amendment to Policies Map</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
8.14	CFLR1 Part I (b) (now VI (b))	<p>HCC object to CRLR1 Part I (b) (now VI (b))</p> <p>Often when additional development is provided on a school site, the only area available is on an existing hard play area or playing field. When this occurs HCC provide mitigation for this loss. This mitigation may take a number of forms and can include, for example, the provision of a Multi-Use Games Area (MUGA); improvements to remaining sport pitches; or the use of a detached playing field.</p> <p>HCC work with Sport England to ensure that they raise no objections to any proposals for school expansions. Indeed, community use agreements have been required by Sport England, which has resulted in new and existing facilities on school sites becoming accessible to the local community outside of school hours.</p> <p>It is rarely possible to provide enhanced provision in terms of quantity but as stated above HCC seek to provide enhanced quality of facilities and access to those facilities for the local community. CFLR1 I (b) should be amended to read 'quantity and/or quality' rather than referring to both.</p>	<p>Not agreed. Paragraph 74 of the NPPF states that <i>“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</i></p> <ul style="list-style-type: none"> <li>• <i>an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i></li> <li>• <i>the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity <u>and</u> quality in a suitable location; or</i></li> <li>• <i>the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”</i></li> </ul>	<b>No amendment in response to this issue</b>
18.15	CFLR1	<p>French &amp; Jupps object to land in their ownership being identified under Policy CFLR1. Site originally identified in the 2007 Plan having been identified by the Parish Council as being 'ideal for outdoor activities associated with the adjacent hall'. At the time owners objected to the designation and continue to do so. The site is in private ownership, with no public access and is fenced. The site is not available for community leisure use.</p>	<p>Agreed. The CFLR designation should be removed as the land is in private ownership, not available for community use.</p>	<b>Amendment to Policy Map</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
18.16	CFLR1 Part I (b) (now VI (b))	HCC further objects to the requirement that enhanced provision is provided <i>prior to the commencement of development</i> . With the expansion of a school this is not usually practical or possible. It should also be noted that some works required to playing fields, such as reseeding, can only take place at certain times of the year. As a result these improvements may take place several months after the completion of the built development on a school site.	Noted. However, as a general principle the Council would wish to see a continuation of provision. If there are particular circumstances that prevent this, these will be considered on a case by case basis.	<b>No amendment in response to this issue</b>
18.17	CFLR1 III	HCC support CFLR1 (III). However there is a concern that there is often a net degrading impact to biodiversity, often as a result of inappropriate management, disturbance and floodlighting. Whilst enabling increased use of facilities, this cannot have anything other than an imposing effect locally increasing the extent of artificial light, however well designed. Greater recognition of landscaping schemes to compensate for this and obscure any such negative impacts should be taken more seriously by LPAs than at present if this aim is to be met.	Part III requires developments to have a net gain to biodiversity. This sort of issue is also considered in Chapter 16 Design and Landscape and Chapter 19 Natural Environment.	<b>No amendment in response to this issue</b>
<b>Open Space Standards</b>				
18.18	CFLR2 (now covered in CFLR1)	Sport England generally supports this policy although raise concerns about the use of the standards set out in Appendix C in relation to outdoor and indoor sport. The standards referenced are considered to be out of date.	CFLR 2 is to be combined with CFLR1 to make the policy more proactive in terms of creating new open spaces. Therefore, while the policies are combined, the ambitions of CFLR2 remain and are now the principle points of CFLR1.  The Standards set out in Appendix C are now out-of-date. Additional text is therefore required to support an approach that considers open space requirements on a	<b>Amendment to text (Para. 18.2.4)</b>  18.2.4 ...Applications will be expected to refer to <b>take account of</b> these studies <b>and any additional up-to-date evidence</b> as appropriate....



Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
			<p>site by site basis in response to emerging standards and strategies.</p> <p>The Council is currently undertaking a new study that will provide more up-to-date evidence with regards to the quantity and quality of existing provision and the needs arising from existing and new communities.</p>	
18.19	CFLR2	<p>Objection to the on-site open space requirements. Standards are considered too onerous and if adopted could frustrate future housing development in the district.</p>	<p>Comments noted. The Council is currently undertaking a review of these standards. It is right and proper that residential developments should meet the needs of its residents by providing or contributing to such facilities. Each case is assessed on its merits and will be assessed against the emerging standards. New wording added to Part I is considered to add flexibility where it is required.</p>	<p><b>Amendment to text (Policy CFLR1, Part I.)</b></p> <p><u>I. Residential developments will be expected to provide open spaces, indoor and outdoor sport and recreation facilities on-site to provide for the needs arising from the development. In exceptional circumstances, off-site provision or enhancement of existing facilities may be more appropriate. Facilities should be provided in accordance with the Council's latest evidence and in consultation with Sport England and the Council's Leisure and Environment Team. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.</u></p>
<b>Local Green Space</b>				
18.20	CFLR3 (now CFLR2)	<p>Bishop's Stortford College object to land in their ownership being identified as 'Local Green Space'. The draft plan considers that this part of the land falls within a 'green finger'. Para 77 of the NPPF provides detailed guidance concerning the designation of new Local Green Space. The land in question is already Green Belt and there is no justification for additional protection. CFLR3 is not consistent with Green Belt policy.</p>	<p>Policy CFLR3 (renumbered CFLR2) is considered to be in conformity with NPPF paragraph 77 on Local Green Space and Section 9 of the NPPF on Green Belt. The green wedges in Bishop's Stortford are of significant local importance in amenity, wildlife and leisure value terms. It is considered appropriate given their local importance that the green wedges receive additional protection from inappropriate development.</p>	<p><b>No amendment in response to this issue</b></p>



Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
18.21	CFLR3  (now CFLR2)	The Sacombe Road playing field should be designated in the Plan as a Local Green Space as it appears to meet the conditions but is not yet protected. Its possible use for housing is a matter of considerable local concern and speculation. It is the only safe green space for a considerable area of Bengo and is very heavily used throughout the day.	The play area is already protected under Policy CFLR1 (Open Space, Sport and Recreation) and it is proposed that this designation remains.  While the Council is not proposing to identify any further areas of Local Green Space in the District Plan, local communities can identify areas of particular importance to them for Local Green Space protection through Neighbourhood Plans.	<b>No amendment in response to this issue</b>
18.22	CFLR3  (now CFLR2)	Bishop's Stortford North Consortium object to the Local Green Space designation on land within the Green Belt as there is no additional policy benefit. It is proposed that CFLR3 should be amended to include the same matters as in GBR1 and CFLR2 which allows for the erection of buildings and appropriate facilities associated with outdoor sports and recreation uses. The Local Green Space designation is seen to threaten the ability of the BSN Consortium to support the Local Sports Strategy to fund improvements to the sporting facilities within the town, including at Cricketfield Lane. There is a concern that there is some uncertainty around the ability to improve facilities without knowing whether 'very special circumstances' as these improvements may involve some form of development.	Policy CFLR3 (renumbered CFLR2) is considered to be in conformity with NPPF paragraph 77 on Local Green Space and Section 9 of the NPPF on Green Belt. The green wedges in Bishop's Stortford are of significant local importance in amenity, wildlife and leisure value terms. It is considered appropriate given their local importance that the green wedges receive additional protection from inappropriate development. This does not prejudice the ability to make improvements to existing facilities provided there is no impact on the purposes of the Green Belt.	<b>No amendment in response to this issue</b>
<b>Water Based Recreation</b>				
18.23	18.5.1	The Canal & River Trust support and encourage the use of waterspace and towpath for both informal and formal recreational use. However most of the recreational usage does not require the benefit of planning permission, rather it is the associated facilities, such as canoe stores and boathouses,	Comments noted. New paragraph added.	<b>New paragraph 18.5.2</b>  <u>18.5.2 Any proposals for development needed to support water based recreation which might increase the recreational use of a stretch of waterway should be considered in conjunction with the Canal &amp; River Trust as Navigation Authority to</u>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		<p>which are controlled by the need for planning permission. This section and policy does not make this clear. It is assumed that land based support facilities will be governed by other relevant plan policies, for example the same principles of good design will be expected for a boat club clubhouse as for other buildings.</p> <p>The Trust therefore suggest that the council should consider the development needed to support water-based recreation here, or at least make it clear that other policies will be applicable when such development is required.</p> <p>Any proposals for such development, which might increase the recreational use of a stretch of waterway should be considered in conjunction with the Canal &amp; River Trust as Navigation Authority to ensure there is no detrimental impact on other recreational users of the waterway or towpath.</p>		<p><u>ensure there is no detrimental impact on other recreational users of the waterway or towpath.</u></p>
18.24	CFLR4	HCC support the aim to support proposals for water-based recreation, as long as a proposal does not have a significant impact on biodiversity or character of the environment, or conflict with the River Catchment Management Plans.	Support and comments noted and welcomed.	<b>No amendment in response to this issue</b>
18.25	CFLR4	The Environment Agency supports this policy.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.26	CFLR4	The Lee Valley Regional Park Authority supports this policy which seeks to protect the water environment and its ecological value as it will assist in protecting the Park's environment and wildlife resource.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
<b>The Lee Valley Regional Park</b>				
18.27	18.6.1	The Environment Agency supports this paragraph.	Support noted and welcomed.	<b>No amendment in response to this issue</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
18.28	18.6.1	The Lee Valley Regional Park Authority supports this paragraph which highlights the green infrastructure role of the Park and its role in mitigating the impacts of climate change, including managing increasing flood risk.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.29	18.6.4	The Lee Valley Regional Park Authority supports the reference in this paragraph to establishing new and enhancing existing connections with other green infrastructure in the District. This addresses matters raised at the Issues and Options stage.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.30	18.6.4	HCC welcomes the protection and enhancement of the Green Infrastructure network between the Lee Valley Regional Park, Wormley and Hoddesdonpark Woods and Kings Mead. This will need to be managed to ensure increased disturbance does not result in degrading these links.	Support and comments noted and welcomed.	<b>No amendment in response to this issue</b>
18.31	18.6.6	Note: correct title is Canal & River Trust.	Noted. However, paragraph 18.6.6 is to be removed to ensure flexibility should the Park Development framework be updated within the Plan period (see issue 18.33 below).	<b>No amendment to paragraph 18.6.6</b>
18.32	18.6.6	Parish Councils such as Stanstead Abbots should be included as a stakeholder.	Noted. However, paragraph 18.6.6 is to be removed to ensure flexibility should the Park Development framework be updated within the Plan period (see issue 18.33 below).	<b>No amendment in response to this issue</b>
18.33	18.6.6	The Lee Valley Regional Park Authority endorses the summary of Park Development Framework Proposals included in paragraph 18.6.6. This summary may require alterations before submission as the Authority is intending to produce a draft of these proposals for consultation.	Support noted and welcomed. However, the District Plan does not need to set out what the Park Development Framework purposes are and as the Park Authority will be refining their proposals it is not helpful to list them in the District Plan. This will also ensure flexibility should the Park	<b>Amendment to text (Para. 18.6.6 )</b>  <del>19.6.6 Current proposals in the Park Development Framework which relate to East Herts include:</del>  <del>• Improvements to the range of visitor facilities available within the Park in East Herts, including</del>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
			Development framework be updated within the Plan period. Remove paragraph 18.6.6 and bullets.	<p><del>new waterside picnic areas, an enhanced path network, café, cycle hire, water bus service and boat hire;</del></p> <ul style="list-style-type: none"> <li><del>• Improvements to public realm, signage and routes at existing gateways into the Park and from Rye House, St Margarets and Ware stations;</del></li> <li><del>• Protection of Amwell and Rye Meads SSSI's as internationally important wetland habitats and support for measures that enhance opportunities to enjoy, study and get close to nature;</del></li> <li><del>• Options, to be explored with the Herts &amp; Middlesex Wildlife Trust and the Canal &amp; River Trust, to incorporate and open up the Tumbling Bay area as part of the Amwell Nature Reserve;</del></li> <li><del>• Enhancement of existing sailing and angling facilities;</del></li> <li><del>• Increased recreational use of the waterways, including provision of additional recreational moorings;</del></li> </ul> <p><del>Protection and continued enhancement of the positive landscape character and its heritage value.</del></p>
18.34	CFLR5	The Lee Valley Regional Park Authority supports and welcomes this policy. This ensures the District Plan provides policy support for the delivery of the Park Development Proposals, protection for the Park and its role as part of the District's green infrastructure.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
<b>Equine Development</b>				
18.35	18.7.1 & 18.7.2	18.7.1 and 18.7.2 recognise the positive and negative contributions equine related activities can play within the countryside. Horse grazing can be	Agreed.	<b>Amendment to Policy CFLR6</b>  (c) The siting, scale and design of the proposal is in keeping with the character of the area, with

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		beneficial for biodiversity as a grazing tool but can, due to lack of rotation or removal of animals, result in overgrazed and weedy pastures. As such Policy CFLR6 could include (c) ‘...proposals on local landscape or biodiversity interests’.		adequate pasture to support horses. Particular regard will be had to the cumulative effect of proposals <u>on local landscape or biodiversity interests.</u>
18.36	CFLR6	Herts and Middlesex Wildlife Trust has suggested that an additional criterion should be added requiring that development does not result in harm to the local ecological network, including partial or complete loss or degradation of Local Wildlife Sites or priority habitats.  The Trust would also recommend a criterion requiring proposals to comply with other policies in the Plan	Agreed.	<b>Amendment to Policy CFLR6</b>  <u>(f) The proposal does not result in harm to the ecological network, including partial or complete loss or degradation of Local Wildlife Sites or priority habitats;</u>  <u>(g) The proposal does not conflict with other policies within this Plan.</u>
18.37	CFLR6 I (a)	The term ‘prominent location’ is not considered suitable wording. Proposed wording amendment for CLFR6 (a): ‘The development is sited in an area where it will not be detrimental to the appearance of the surrounding countryside.’	Agreed that the meaning of ‘prominent location’ is unclear. Criterion (a) has been reworded to provide clarity.	<b>Amendment to Policy CFLR6</b>  (a) <del>The proposal is not sited in a prominent location</del> <u>The proposal is sited or landscaped to minimise visual intrusion;</u>
18.38	CFLR6 (c)	Suggested additional wording: ‘Particular regard will be had to the cumulative effect of proposals on local landscape or biodiversity interests.’	Agreed. As per Issue 18.35 above.	<b>Amendment to Policy CFLR6 Part I (c).</b>  (c) The siting, scale and design of the proposal is in keeping with the character of the area, with adequate pasture to support horses. Particular regard will be had to the cumulative effect of proposals <u>on local landscape or biodiversity interests;</u>
<b>Community Facilities</b>				
18.39	Section 18.8	The Plan does not make suitable provision for new places for religious worship. This should be included to assist religious groups seeking places for religious worship.	The Plan clearly recognises that places of worship are community facilities. As such Policy CFLR7 and new Policy CFLR8 Loss of Community Facilities, supports the	<b>No amendment in response to this issue</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		Buntingford has been highlighted as an area where religious facilities are needed.	diversity of faith communities by requiring the provision of adequate and appropriately located facilities in conjunction with new development, as well as protecting existing facilities.  In addition Policy CFLR9 (IV) refers to new facilities for community use, 'including for the practice of faith'.	
18.40	Section 18.8	HCC comment that as a result of the proposed development in the District Plan, Services for Young People will look to enhance the existing resources for young people in Bishop's Stortford, Buntingford and Ware. The resource would be for the provision of youth work, information, advice and guidance.	Comments noted. The District Council will continue to work with relevant partners and providers to seek to ensure adequate youth service provision is provided as a result of future growth in the District.	<b>No amendment in response to this issue</b>
18.41	Section 18.8	HCC Children's Services and Children's Centres are often but not exclusively provided on school sites. Information provided on the current position and requirements arising from the proposed development for the provision of Early Years facilities.	HCC preference is for strategic developments to accommodate early years and primary level education facilities needs arising from development on-site. This approach will be taken in strategic sites where appropriate.	<b>No amendment in response to this issue</b>
18.42	18.8.3	Paragraph requires that 'any shortfall in provision' must be addressed 'as part of' new developments. This implies that existing infrastructure deficits are to be made up by new developments. If this is the case this is contrary to the legal tests within the Community Infrastructure Levy Regulations.	Comments noted and clarification provided.	<b>Amendment to paragraph 18.8.3</b>  18.8.3...As new developments require good access to facilities and create additional demand for existing facilities, so any shortfall in provision <u>arising as a result of new development</u> , must be addressed as part of the development.
18.43	CFLR7	Sport England supports (IV). Dual/multiple use of facilities is often an efficient and sustainable way of meeting local needs especially in rural areas such as East Herts. Approach accords with NPPF Paragraph 70 which encourages the provision and use of	Support noted and welcomed.	<b>No amendment in response to this issue</b>



Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		shared space.		
18.44	CFLR7	McMullen & Sons Limited would like to see a District Plan that facilitates the long term viability of pubs, particularly those in rural areas. This would involve the presumption that they can be developed and expanded to a size sufficient to provide food on an economical scale with a kitchen, storage and car parking facility to match. This would redress much of the national legislation that seeks to inhibit the sale of pubs while doing nothing to enable their viability.	Comments noted. Additional wording is suggested to reflect the important role that public houses play in rural communities.  Policy CFLR7 already supports in principle minor extensions or alterations to existing premises which are essential to the continued viability of the business and the vitality of the village (where there is no conflict with other policies in the Plan).	<b>New Paragraph 18.8.8 added</b>  <u>18.8.8 Public houses play an important role in rural communities, providing a social venue, local employment opportunities and adding to the vitality of a village.</u>
18.45	CFLR7	The Theatres Trust recommends for clarity and consistency that the following is included: 'community facilities provide for the health and wellbeing, social, educational, recreational, leisure and cultural needs of the community.' This would obviate the need to provide examples.	Agreed, description provides clarity. However, it is considered helpful to also include examples as set out in paragraph 18.8.1.	<b>Amendment to paragraph 18.8.1</b>  <u>Community facilities provide for the health and wellbeing, social, educational, recreational, leisure and cultural needs of the community.</u> Community facilities include, but are not limited to: art galleries...
18.46	CFLR7 I (b) & (c)	Part 1 (b) should be amended to refer simply to replacement provision, rather than enhanced provision. As drafted the policy appears to require betterment through development proposals which is not supported by the legal tests in the CIL regulations.  Part 1 (c) should be amended to refer to an 'alternative community facility <i>or other use</i> , the need for which would clearly outweigh the loss'. As drafted the policy precludes the possibility that a community facility could be replaced by another form of development.	If demands are increased by new development then it is appropriate to seek to improve existing facilities in order to support that demand.  Policy CFLR7 is now sub-divided with proposals resulting in the loss of provision being considered under Policy CFLR8. One purpose of Policy CFLR8 is to prevent the loss of essential community facilities and secure their replacement as necessary. If the suggested change is made then this leaves the policy open to misuse.	<b>No amendment in response to this issue</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
18.47	CFLR7 III (b)	Policy CFLR7 requires proposals to provide for the dual or multiple use of facilities for wider community activities. This is often not suitable for religious needs. CFLR 7 III (b) should be amended to read '...to enable multiple uses throughout the day, except where this would conflict with the purpose of the facility, such as facilities used for the practice of faith.' Alternatively a new clause could be added to CFLR7 which makes specific provision for dedicated facilities used for public religious worship.	Dual/multiple use of facilities is an efficient and sustainable way of meeting local needs especially in rural areas such as East Herts. The approach accords with NPPF Paragraph 70 which encourages the provision and use of shared space.  Policy CFLR7 Part IV states that proposals ' <u>should aim</u> to provide for dual or multiple use of facilities....' The use of the word 'should' leaves room for exceptions, allowing applicants to justify why the policy does not apply to them. If particular circumstances exist which mean that multiuse is not possible then any application would be considered on its merits.	<b>No amendment in response to this issue</b>
18.48	CFLR7 III (c)	The Environment Agency supports part III (c).	Support noted and welcomed.	<b>No amendment in response to this issue</b>
<b>Health and Wellbeing</b>				
18.49	18.9	Based on the housing figures set out in the draft Plan, 18 additional GP's would be required. This would require additional surgery premises of a minimum of 3,582m <sup>2</sup> across the areas affected.  Currently, there are concerns in respect of the capacity of local practices to accept the impact of additional patients from developments in Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth, Ware, Gilston, East of Welwyn Garden City and practices affected by Group 1 Villages.  Based on this, NHS England would be looking for significant CIL and/or S106 contributions to support	Comments noted. The District Council will continue to work with NHS England to ensure that adequate health care provision is provided as a result of housing growth.	<b>No amendment in response to this issue</b>



Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		General Medical Service provision in the area.		
18.50	18.9	Concern that the level of growth in the district will not be accompanied by adequate NHS facilities. There are A&E departments available in Essex and Stevenage. The future provision at QE2 seems vague. The time and distance that it takes to reach a hospital is a major concern especially with the growth in the elderly population.	Comments noted. The District Council are currently working with NHS England to ensure that adequate health care provision is provided as a result of housing growth.  CFLR9 requires contributions towards new or enhanced health facilities where new housing results in a shortfall or worsening of provision.	<b>No amendment in response to this issue</b>
18.51	18.9.2	Sport England support the role that planning can have in encouraging healthy and inclusive communities. -The reference to Sport England guidance is endorsed although it is suggested that explicit reference is made to their Active Design guidance document as this is the most relevant document in the context of how development can be designed to encourage physical activity.	Agreed. Reference to Sport England should be moved from para. 18.9.2 (renumbered 18.9.7) to stand alone as new para 18.9.9. The corresponding 'orange box' moved from after para. 18.9.2 should also be amended to refer to Active Design, rather than repeat the 'orange box' after 18.3.3. Reference should also be made to Public Health England who jointly produced the guidance.	<b>Amendment to orange box following paragraph 18.9.2 (renumbered 18.9.7) moved to after 18.9.9</b>  18.9.9 Sport England <u>and Public Health England have produced 'Active Design', a set of guidelines and principles</u> provides advice on <u>creating</u> designing developments <u>that</u> encourage physical activity <u>and to promote opportunities for sport and physical activity in the design and layout of development:</u>  <del>The Sport England's Active Design guidance note on Planning Activity into Developments can be viewed and downloaded</del> <u>from the Sport England Website at : <a href="http://www.sportengland.org/facilities-planning/planning-for-sport/">www.sportengland.org/facilities-planning/planning-for-sport/</a></u> <u><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/">www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/</a></u>
18.52	CFLR8 (now CFLR9)	The Canal & River Trust supports Policy CFLR8 and recognises that waterspace and towpaths along with other forms of open space and green infrastructure can play a big role in the promotion of healthy communities on many levels. In areas of new	Support and comments noted and welcomed.  (Note: CFLR8 is renumbered CFLR9)	<b>No amendment in response to this issue.</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		development, these areas could be considered as places to provide and enhance informal health facilities, such as open air gyms.		
18.53	CFLR8 (now CFLR9)	Natural England states that CFLR8 (I) may be enhanced by specific reference to Green Infrastructure as this could be used to deliver the infrastructure and health benefits listed.	It is considered that the role of Green Infrastructure is clear within the Policy.  (Note: CFLR8 is renumbered CFLR9)	<b>No amendment in response to this issue</b>
18.54	CFLR8 (now CFLR9)	The Theatre's Trust highlight recent guidance on health and wellbeing, whilst wellbeing is not defined it is considered that health should also include social and cultural wellbeing. It is suggested that 'wellbeing' be included in the enhancement and provision of community facilities and retain Policy CFLR8 solely for health and the provision of medical facilities, or incorporate an item on health facilities within Policy CFLR7 as it deals with community facilities.	Changes are already proposed to capture social and cultural wellbeing in paragraph 18.8.1. Policy CFLR7 will capture those elements under the umbrella of community facilities.  Text added to CFLR8 (renumbered CFLR9) to reference cultural wellbeing.	<b>Amendment to text (Policy CFLR8 renumbered CFLR 9, part I.)</b>  I....In particular, regard shall be had to providing the necessary infrastructure to encourage physical exercise and health, including accessible open space, vegetation and landscaping, sport and recreation facilities, <u>cultural facilities</u> and safe, well promoted, walking and cycling routes.
<b>Education</b>				
18.55	18.10	Education is mentioned last almost as an afterthought; should be much more prominent!	Education is not an afterthought. Section 18.10 clearly acknowledges the importance of access to education. There is also a section on Lifelong Learning in Chapter 14 (Economy), which acknowledges the importance of higher education and adult learning opportunities.	<b>No amendment in response to this issue</b>
18.56	18.10	There is a shortage of local places in Hertford/Ware but that is due to students travelling long distances from other towns. You probably can't do anything about schools autonomy but this should recognise that the shortage isn't due to a local imbalance.	Comments noted. The District Council is working closely with Hertfordshire County Council to ensure that there are sufficient school places available to serve new housing developments.	<b>No amendment in response to this issue</b>
18.57	18.10.3	HCC comment that it may be more relevant for the Plan to point out the need for HCC, the District Council and developers to work together to ensure	Agreed. Reference also added to other neighbouring local authorities with a duty for ensuring that there are sufficient school	<b>New paragraph 18.10.4</b>  <del>To ensure the best outcome for school provision,</del>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		<p>the best outcome for school provision. This joint working is alluded to in CFLR9.</p> <p>The last sentence of paragraph 18.10.3 should be reworded to identify that investment will come from housing growth in direct response to the demand that growth will generate.</p>	<p>places available to serve new housing developments, to ensure appropriate facilities are provided.</p> <p>There is also a need to clarify that it is the needs arising from development that should be mitigated as development cannot be asked to rectify existing shortfalls in provision. It is also important to ensure that appropriate school facilities are provided in the strategic allocations.</p> <p>(Note: CFLR9 is renumbered CFLR10)</p>	<p><del>applicants should work with HCC, the District Council and other neighbouring local authorities with a duty for ensuring that there are sufficient school places available to serve new housing developments, to ensure appropriate facilities are provided.</del> <b>Applicants should work with Hertfordshire County Council, the District Council and other neighbouring local authorities to identify the education needs arising from development and to ensure that appropriate provision is made in the form of new or enhanced facilities. Major applications will be expected to demonstrate how they have provided for additional school places. The strategic allocations will be expected to make full provision on-site, or contribute towards improving or extending existing facilities where this is the most effective option.</b></p> <p><b>Amendment to paragraph 18.10.3</b></p> <p>...It is therefore vital that <u>where housing growth results in increased demand this should provide for</u> investment is made across each education tier to ensure there are enough places to serve the district's pupils within their community.</p>
18.58	CFLR9 (now CFLR10)	Essex County Council recommends that CFLR (I) should read: "Development that creates a potential increase in demand for education will be required to make appropriate provision for facilities either on-site or by making a suitable contribution towards the improvement or expansion of nearby existing facilities. Applicants will be expected to work in partnership with HCC and other neighbouring local authorities with a duty for ensuring that there are sufficient school places available to serve new housing developments, to ensure appropriate	Agreed. See also Issue 18.57 above and new paragraph 18.10.4.	<p><b>Amendment to Policy CFLR9 (renumbered CFLR10)</b></p> <p>I. Development that creates a potential increase in demand for education will be required to make appropriate provision for <u>new</u> facilities either on-site or by making a suitable contribution towards the improvement or expansion of nearby existing facilities. Applicants will be expected to work in partnership with Hertfordshire County Council <u>and other neighbouring local authorities with a duty for</u></p>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		facilities are provided.”		<u>ensuring that there are sufficient school places available to serve new housing developments,</u> to ensure appropriate facilities are provided.
18.59	CFLR9 (now CFLR10)	<p>Policy supported, however, it does nothing to assist in positively planning for the physical delivery of school expansions in the Green Belt.</p> <p>The LPA should ensure there is a more favourable policy context seeking to guide and facilitate school expansions - not just new schools.</p> <p>The soundness of the Plan would be improved if the Local Planning Authority identifies an education zone within the Green Belt to cover the school and school reserve land. The policy applying to it could be worded along similar lines to those to be found in the adopted Dacorum Core Strategy:</p> <p>‘The provision of new school facilities will be supported on Open Land and in defined zones in the Green Belt. Zones will be defined in the Green Belt where there is clear evidence of need: the effect of new building and activity on the Green Belt must, however, be minimised.</p> <p>All new development will be expected to contribute towards the provision of social infrastructure.’</p> <p>The LPA could identify an education zone at Watton School covering both the operational school site, the reserve land adjacent and the Early Years Centre.</p>	<p>Support welcomed, however, an education zone approach is not considered necessary, or one that can be evidenced.</p> <p>Exceptional circumstances already exist to facilitate expansions to schools and can therefore be managed on a case by case basis.</p>	<b>No amendment in response to this issue</b>
18.60	CFLR9 (now CFLR10)	A number of additional schools are proposed which have more to do with Mr Gove’s Central Government dictates than planning. The allocation of Simon Balle for an additional primary school is an example. The area already has 3 primary schools and the new	<p>Comments noted, however, planning permission for the primary school at Simon Balle has now been granted.</p> <p>Chapter 16 – Design – provides information</p>	<b>No amendment in response to this issue</b>

Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		school should go near the centre of the town where there is a need. There is no indication that new development should be to the highest environmental standards.	on how to design developments in the most sustainable way including reference to Building Futures and other renewable technology guidance. Policy DES3 requires all development proposals to be of a high standard of design, including embracing sustainable construction. The Plan as a whole addresses the major sustainability issues that arise when constructing a new building.	
18.61	CFLR9 (now CFLR10)	<p>HCC support this policy.</p> <p>However, under part III (a) the meaning of 'suitably located' is unclear. Within a development where a new school is required this facility would be expected to be provided within the development site.</p> <p>In terms of the expansion of an existing school to provide school places arising from a new development, 'suitably located' may not mean the nearest school to that development. A number of schools are located within school place planning areas. It may not be possible to expand the closest school to a development but another in that area may have the ability to provide additional capacity.</p>	<p>Part I of CFLR9 (renumbered CFLR10) contains the flexibility needed for new provision to be located in line with both the needs and where improvements are possible.</p> <p>Part III.a could be changed to 'be in an accessible location', served by a choice of sustainable travel options.</p>	<p><b>Amendment to Policy CFLR 9 (renumbered CFLR 10)</b></p> <p>Part III.(a) be <u>in an accessible location</u> suitably located, served by a choice of sustainable travel options;</p>
18.62	CFLR9 III (b) (now CFLR10)	HCC comment that highest quality design can often mean higher construction costs. The design of any new school building would take account of the principles of sustainable development, together with the sensitivities of its setting, including, where relevant, its relationship to any listed buildings or Green Belt location. There is a finite budget when providing new or extended schools and it should be noted that many of these facilities will be funded by developer contributions. It is requested that this	Concern noted, however, the policy states that proposals 'should' be of the highest quality of design. The use of the word 'should' leaves rooms for exceptions, allowing applicants to justify why the policy does not apply to them.	<b>No amendment in response to this issue</b>



Issue Number	Policy/ Paragraph	Issue	Officer Response	Proposed Amendment
		wording is reconsidered.		
18.63	CFLR9 III (c)  (now CFLR10)	Sport England support criterion (c) of this policy as the provision and retention of outdoor recreation space and playing fields are one of the principal forms of community playing pitch provision. Due to the difficulties associated with finding suitable sites and delivering new dedicated community playing fields in East Herts, new school playing fields represent one of the main opportunities for assisting to address community needs. Also, the provision and retention of playing fields enables schools to meet curricular and extra-curricular PE and sport's needs.	Support noted and welcomed.	<b>No amendment in response to this issue</b>
18.64	CFLR9 III (d)  (now CFLR10)	Sport England support criterion (d) of this policy as this should help ensure that new schools are designed to facilitate community use which would help meet community needs as well as principal educational requirements. This approach accords with NPPF paragraph 70.  CFLR1 should also be cross referenced as this covers proposals for dual use facilities in the context of open space, sports and recreation.	Support noted and welcomed.  (d) amended to also refer to CFLR1 (IV)	<b>Amendment to Policy CFLR9 (renumbered CFLR10)</b>  (d) Be designed to facilitate the community use of facilities, in accordance with Policy CFLR7 (Community Facilities) <u>and Policy CFLR1 (Open Space, Sport and Recreation)</u> .
18.65	CFLR9  (now CFLR10)	Pleased that the draft plan recognises that Stanstead Abbots primary school has reached capacity. However concerned that the growth in Hertford and Ware will make it harder for Stanstead Abbots children to get into the best secondary schools.	Noted.	<b>No amendment in response to this issue</b>

**Part 2: Proposed Further Amendments**

Policy/ Paragraph	Issue	Proposed Amendment
<b>Introduction</b>		
18.1.2	The Health and Wellbeing agenda is now well established and it is important that the District Plan reflects the Council's priorities in this regard.	<b>Amendment to text (new Para. 18.1.2)</b> <u>18.1.2 One of the Council's priorities is to tackle health inequalities across the District and to improve and promote the health and wellbeing of East Herts residents. Well planned communities which are supported by accessible services and infrastructure can help create healthier environments.</u>
18.1.3	The importance of 'play' should be acknowledged as a separate form of provision.  The contribution that open spaces make to health and wellbeing should also be acknowledged. Open spaces are not just about activity, but also about creating quiet spaces for reflection and relaxation	<b>Amendment to text (para. 18.1.3)</b>  18.1.3 Open space, sport, <u>play</u> and recreation facilities are important in enhancing people's quality of life. They also perform wider <u>health and wellbeing</u> functions, helping to build inclusive communities, promoting healthy lifestyles and protecting green spaces <u>for reflection and relaxation</u> .
18.1.4	The importance of 'play' should be acknowledged as a separate form of provision	<b>Amendment to text (para. 18.1.4)</b>  18.1.4 The loss of open space, sport, <u>play</u> , recreation and community facilities which provide valuable public services...
<b>18.2 Open Space, Sport and Recreation</b>		
18.2.2	Clarification required as it is not new developments themselves but the demands arising from new development that can result in a shortfall in provision.	<b>Amendment to text (para. 18.2.2)</b>  18.2.2 ...Planning's role involves protecting existing assets, and promoting provision through the planning process by making sure that <u>demands arising from</u> new development <del>does</del> <b>do</b> not result in a shortfall in the provision of facilities.

Policy/ Paragraph	Issue	Proposed Amendment
18.2.3	Sport England provide guidance for sports facilities and not all open space and recreation facilities so clarification is needed.	<p><b>Amendment to text (para.18.2.3)</b></p> <p>18.2.3 ...All proposals for new <u>sports</u> facilities such as swimming pools and sports halls will be expected to be designed in accordance with Sport England's design guidance to help ensure that facilities are fit for purpose and of a high quality design.</p>
18.2.4	Remove the word 'recently' as the Plan needs to remain relevant throughout its lifespan. Similarly, reference to studies that were done previously should also be deleted as they will be superseded by the latest emerging Open Spaces Sport and Recreation Assessment.	<p><b>Amendment to text (para. 18.2.4)</b></p> <p>18.2.4 The Council has <del>recently</del> undertaken a number of technical studies that <del>seek to</del> inform the preparation of the District Plan, in accordance with the requirements of the NPPF. <del>The Playing Pitch Strategy (2010), which was part of a wider Sports Facility Assessment (2011) identifies locations</del> <u>These studies identify</u> where there is a deficit of provision in particular sports and the need for new facilities. Applications will be expected to take account of <u>the Council's most</u> <del>these studies and any additional up-to-date</del> evidence as appropriate.</p>
18.2.5	<p>Amended text is also necessary to refer to the cumulative impacts of development.</p> <p>Open space should be seen as crucial to providing community cohesion and meeting the Council's health and wellbeing aspirations. In particular cross reference to active design as a concept should be introduced here, whilst being dealt with in detail in CFLR 9.</p>	<p><b>Amendment to text (new Paras. 18.2.5, 18.2.6, 18.2.7)</b></p> <p>18.2.5 Whilst individual open space requirements will be assessed on a site by site basis, the cumulative impacts of development on the wider network will also be considered. Open space should be central to the design of a scheme, be located to achieve good access for all residents and be designed to 'Active Design' standards. Open space should be seen as crucial to providing community cohesion and meeting the Council's health and wellbeing aspirations.</p> <p>18.2.6 Where play provision is included, facilities should be fit for purpose and sensitively located. Play is essential to children and young people's physical, social and cognitive development.</p> <p>18.2.7 It is recognised that in certain circumstances on-site provision may not be the best planning solution to meet the community's requirements for additional open space/<u>sports</u> facilities. In these circumstances, developers will be expected to provide financial contributions towards off-site provision in lieu of providing open space/facilities on site. This approach will only be considered appropriate where this provides a better means of providing for the open space/sports facilities needs arising from development.</p>
Orange Box	The info box referencing Sport England's guidance is more appropriately located after paragraph 18.2.3.	<p><b>Amendment to text ('Orange' Box moved to after Para. 18.2.3)</b></p> <p><u><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/">Sport England guidance on Planning for Sport can be viewed and downloaded from the Sport England Website at: www.sportengland.org/facilities-planning/planning-for-sport/</a></u></p> <p><u><a href="#">Sport England guidance on the Design of Sports Facilities can be viewed and downloaded from the Sport</a></u></p>



Policy/ Paragraph	Issue	Proposed Amendment
		<a href="http://www.sportengland.org/facilities-planning/tools-guidance">England Website at: www.sportengland.org/facilities-planning/tools-guidance</a>
18.2.8	Sport England suggest elaborating why Community Use Agreements may be sought.	<p><b>Amendment to text (para. 18.2.8)</b></p> <p>18.2.8 Community Use Agreements will be sought to secure community use of new <u>sports</u> facilities provided on sites which may not usually be available for wider community access (e.g. educational or private sites) <u>where these are provided as part of a mixed use development and where they offer an appropriate means of providing for the sports facilities needs arising from new development.</u></p>
Policy CFLR1	<p>Policy needs to be more positive in its approach. Seeking the provision of new and improved facilities should be first on the list of requirements, then alterations to existing facilities, followed by managing the loss of facilities. At the moment it appears to be reactive in nature.</p> <p>By integrating the relevant parts of CFLR 2 into this policy it is more effective. There is also an opportunity to ensure that commercial developments also plan for amenity space in addition to just landscaping and boundary treatments.</p> <p>(See also Issue 18.18 and 18.19)</p>	<p><b>Amendment to text (Policy CFLR1 rewritten with part CFLR2 incorporated)</b></p> <p><b>Policy CFLR1 Open Space, Sport and Recreation</b></p> <p><del>I. Proposals that result in the loss or reduction of open space, indoor or outdoor sport and recreation facilities, including playing fields, (as defined on the Policies Map) will be refused unless:</del></p> <p><del>(a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or</del></p> <p><del>(b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location prior to the commencement of development; or</del></p> <p><del>(c) The development is for an alternative open space, sport and recreation facility, the need for which clearly outweigh the loss.</del></p> <p><del>II. Proposals that retain or enhance the provision, quality and accessibility of existing open space, or indoor or outdoor sport and recreation facilities will be supported in principle, where they do not conflict with other policies within this Plan.</del></p> <p><del>III. Proposals for new open space, indoor and outdoor sport and recreation facilities which meet identified needs will be encouraged in suitable locations, served by a choice of sustainable travel options. The proposal and all ancillary facilities such as changing rooms and car parking should be fit for purpose and of an appropriate scale and design. Measures should be taken to integrate such facilities into the landscape providing net benefits to biodiversity.</del></p> <p><del>IV. Proposals should aim to provide for the dual or multiple use of facilities for wider community activities. The use of Community Use Agreements will be expected where appropriate.</del></p> <p><b>Policy CFLR2 Open Space and Sports Facilities Standards</b></p> <p><del>I. The provision of adequate and appropriately located open space, sport and recreation facilities in</del></p>

Policy/ Paragraph	Issue	Proposed Amendment
		<p><del>conjunction with new residential development will be sought in accordance with the standards set out in Appendix C of this Plan, or any subsequent SPD identifying priorities in local needs.</del></p> <p><del>II. Developers will be expected to provide either on-site provision, or where appropriate, a financial contribution towards either off-site provision, or the enhancement of existing off-site facilities. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.</del></p> <p>I. Residential developments will be expected to provide open spaces, indoor and outdoor sport and recreation facilities to provide for the needs arising from the development. Local areas for play, informal and formal open spaces should be provided for on-site, while contributions towards off-site provision or the enhancement of existing facilities may be more appropriate for other types of provision. Facilities should be provided in accordance with the Council's latest evidence and in consultation with Sport England and the Council's Leisure and Environment Team. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.</p> <p>II. Commercial developments will be expected to provide adequate amenity space in addition to landscape and setting features.</p> <p>III. Proposals for new open space, indoor and outdoor sport and recreation facilities which meet identified needs will be encouraged in suitable locations, served by a choice of sustainable travel options. The proposal and all ancillary facilities such as changing rooms and car parking should be fit for purpose and of an appropriate scale and design. Measures should be taken to integrate such facilities into the landscape providing net benefits to biodiversity.</p> <p>IV. Proposals should aim to provide for the dual or multiple-use of facilities for wider community access. The use of Community Use Agreements will be expected where appropriate.</p> <p>V. Proposals that retain or enhance the provision, quality and accessibility of existing open space, or indoor or outdoor sport and recreation facilities will be supported in principle, where they do not conflict with other policies within this Plan.</p> <p>VI. Proposals that result in the loss or reduction of open space, indoor or outdoor sport and recreation facilities, including playing fields, (as defined on the Policies Map), will be refused unless:</p> <p>(a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or</p> <p>(b) The loss resulting from the proposed development would be replaced by enhanced provision in</p>

Policy/ Paragraph	Issue	Proposed Amendment
		<p>terms of quantity and quality in a suitable location prior to the commencement of development; or</p> <p>(c) The development is for an alternative open space, sport and recreation facility, the need for which clearly outweigh the loss.</p>
<b>18.3 Open Space Standards – Section and Policy CFLR2 deleted</b>		
18.3.1 – 18.3.3	<p>The Standards set out in Appendix 3 are now out-of-date. Section should therefore be deleted. Information that is still relevant should be captured in Section 19.2.</p>	<p><b>Amendment to text (Section 18.3 Open Space Standards deleted)</b></p> <p><del><b>18.3 Open Space Standards</b></del></p> <p><del>18.3.1 New housing can place additional pressure on existing open space and other sport and recreation facilities unless increased provision of such facilities is an integral part of the development. New residential proposals will therefore be expected to provide on-site areas of open space/facilities where appropriate.</del></p> <p><del>18.3.2 It is recognised, however, that in certain circumstances on-site provision may not be the best planning solution to meet the community's requirements for additional open space/facilities. In these circumstances, developers will be expected to provide financial contributions towards off-site provision in lieu of providing open space/facilities on site.</del></p> <p><del>18.3.3 Individual requirements will be assessed on a site by site basis and will be informed by the Council's Sports Facility Assessment (2011), Playing Pitch Strategy (2010) and 'Open Space, Sport and Recreation' Supplementary Planning Document (2009, or as amended). These standards are detailed in Appendix C. Sport England has also published a series of guidance notes on matters such as the design of sports facilities and planning activity into developments. Where these approaches supersede locally set standards, they will be used.</del></p> <p><del>The East Herts Open Space, Sport and Recreation Supplementary Planning Document (2009, or as amended) can be viewed and downloaded at: <a href="http://www.eastherts.gov.uk/openspacespd">www.eastherts.gov.uk/openspacespd</a></del></p> <p><del>The Sport England guidance note on the Design of Sports Facilities can be viewed and downloaded from the Sport England Website at: <a href="http://www.sportengland.org/facilities-planning/tools-guidance">www.sportengland.org/facilities-planning/tools-guidance</a></del></p> <p><del>The Sport England guidance note on Planning Activity into Developments can be viewed and downloaded from the Sport England Website at: <a href="http://www.sportengland.org/facilities-planning/planning-for-sport/">www.sportengland.org/facilities-planning/planning-for-sport/</a></del></p>

Policy/ Paragraph	Issue	Proposed Amendment
Policy CFLR2	The Standards set out in Appendix 3 are now out-of-date. Policy should therefore be deleted. Information that is still relevant should be captured in CFLR1.	<p><b>Amendment to text (Policy CFLR 2 Open Space and Sports Facilities Standards deleted)</b></p> <p><del><b>Policy CFLR2 Open Space and Sports Facilities Standards</b></del></p> <p><del>I. The provision of adequate and appropriately located open space, sport and recreation facilities in conjunction with new residential development will be sought in accordance with the standards set out in Appendix C of this Plan, or any subsequent SPD identifying priorities in local needs.</del></p> <p><del>II. Developers will be expected to provide either on-site provision, or where appropriate, a financial contribution towards either off-site provision, or the enhancement of existing off-site facilities. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.</del></p>
<b>18.3 Local Green Space</b>		
	Policy CFLR3 should be renumbered Policy CFLR2.	<p><b>Amendment to text</b></p> <p>Policy CFLR3 renumbered Policy CFLR2 Local Green Space</p>
<b>18.7 Equine Development</b>		
18.7.3	Minor amendment is required to refer to the NPPF rather than Policy GBR1.	<p><b>Amendment to text (Para. 18.7.3)</b></p> <p>18.7.3 ...Where commercial development is proposed in the Green Belt, the requirement to demonstrate 'very special circumstances' in accordance with <del>Policy GBR1</del> <u>the NPPF</u> will apply.</p>
Policy CFLR 6	Part II. Should be amended to refer to the NPPF rather than Policy GBR1.	<p><b>Amendment to text (Policy CFLR6, Part II)</b></p> <p>II. Where commercial <u>equestrian</u> development is proposed in the Green Belt, the requirement to demonstrate 'very special circumstances' <u>will apply</u> in accordance with <u>the NPPF</u> <del>Policy GBR1 will apply.</del></p>
Policy CFLR6	Sport England recommend that the loss of equestrian centres is avoided, particularly through wider loss of agricultural uses to residential uses. They suggest requiring an Equestrian Needs Assessment which demonstrates that the facilities are no longer needed.	<p><b>Amendment to text (Policy CFLR6, new Part III)</b></p> <p><u>III. Proposals that result in the loss of equestrian facilities should be accompanied by an Equestrian Needs Assessment which demonstrates that the facilities are no longer needed.</u></p>

Policy/ Paragraph	Issue	Proposed Amendment
<b>18.8 Community Facilities</b>		
18.8.1	Sport England suggest that due to economies of scale and rationalisation of public services, there is a growing trend towards the co-location of community facilities, which should be recognised and supported in principle. While Part IV of the policy already refers to this, additional words can be added to the supporting text.	<p><b>Amendment to text (Para. 18.8.1)</b></p> <p>18.8.1 ... Community facilities are provided by a wide variety of agencies including local authorities, other public service providers, churches and the voluntary and business sectors <u>and can sometimes be provided on single multi-use sites</u>.</p>
<b>18.9 Health and Wellbeing</b>		
18.9.1	The information about NHS structures requires updating.	<p><b>Amendment to text (Para. 18.9.1)</b></p> <p>18.9.1 The NPPF requires planners to consider health in a range of different ways. The framework's presumption in favour of sustainable development highlights the importance of achieving social, economic and environmental objectives (health <u>and wellbeing</u> encompasses all three). <u>The Health and Social Care Act, which came into force in April 2013, introduced a new public health landscape. Within Hertfordshire, the previous NHS Primary Care Trust configuration has been reshaped into the Herts County Council Public Health Directorate working with District and Borough Councils in a two-tier formation, along with other vital health partners, statutory and voluntary, addressing local health need.</u> Recent changes to the way healthcare is managed in the UK and in Hertfordshire are creating new opportunities to create closer links between healthcare and planning systems. The Joint Strategic Needs Assessment (2008) undertaken by the Hertfordshire Health and Wellbeing Board and the Clinical Care Commissioning Groups (CCG) provided useful baseline information from which to plan for the future of healthcare provision in the district. This has been updated by Health Summaries (2013) produced by Clinical Care Commissioning Groups; East Herts is joined with North Herts under the NHS East and North Hertfordshire Clinical Commissioning Group. Public Health England also records a wealth of data on health and wellbeing in the form of Local Health Profiles. East Herts Council has produced a Draft Health and Wellbeing Strategy (currently at consultation stage).</p>
18.9.2	This section also needs to refer to the Hertfordshire Health and Wellbeing Strategy (2013-2016) and Hertfordshire Public Health Strategy (2013-2017). It would also be helpful to refer to the link between the county and local strategies, including the East Herts Health and Wellbeing Strategy (2013).	<p><b>Amendment to text (new paras. 18.9.2 - 18.9.6)</b></p> <p>18.9.2 The Hertfordshire Health and Wellbeing Strategy (2013-2016) was developed at this time with nine priorities and is to be refreshed in 2016. Hertfordshire County Council also has its own Public Health Strategy (2013-2017). In addition, the East Herts Health and Wellbeing Strategy (2013) supports the life course approach to health which looks at the people, places and communities they live in, seeking to</p>



Policy/ Paragraph	Issue	Proposed Amendment
	It is worth highlighting the six priorities, especially 5 and 6 which have direct linkages to Planning.	<p>provide the best potential for improved health outcomes from birth to grave.</p> <p>18.9.3 The following priority elements are foundation principles of the East Herts Health and Wellbeing Strategy:</p> <ol style="list-style-type: none"> <li>1. Healthy children starting off well;</li> <li>2. Empowering children, young people and adults to achieve their life potential;</li> <li>3. Creating health and work together;</li> <li>4. Promoting positive health and wellbeing life quality for all;</li> <li>5. Healthy places and sustainable communities;</li> <li>6. Pro-active health prevention.</li> </ol> <p>18.9.4 Priorities 2, 5 and 6 have particular links with planning. Priority 2 refers to enabling the best possible life opportunities for all ages of population. Examples of this which relate to planning opportunities could involve the design of communities and towns that enable good community cohesion.</p> <p>18.9.5 Priority 5 connects with the contribution planning can have in shaping infrastructure from residential dwellings and office developments to the ways in which these are sustainably connected and enable a richer environment for encouraging behaviour change and healthy lifestyle living.</p> <p>18.9.6 Priority 6 is an active contributor in balancing economic burdens that are associated in treating individuals affected by illness and poor health. Examples of life-long homes that can be adapted easily as an individual passes through different life stages can help maintain independence. A community setting where these homes are located with opportunities to walk and exercise could impact a person's health potential positively both in terms of physical health and their social wellbeing because of a supportive neighbourly environment, enabling social connections.</p>
Orange Box following 18.9.6	The reference to the East Herts Health and Wellbeing Strategy needs updating.	<p><b>Amendment to text</b></p> <p>The East Herts Draft Health and Wellbeing Strategy (2013-2018) can be viewed and downloaded from the Council's Website at: <a href="http://www.eastherts.gov.uk/wellbeing">www.eastherts.gov.uk/wellbeing</a></p>
18.9.8	Hertfordshire County Council officers have recommended additional advisory text regarding their emerging Health and Wellbeing Planning Guidance Document. This should sit after para.	<p><b>Amendment to text (new para.18.9.8)</b></p> <p><u>18.9.8 The County Council's Public Health Department is preparing a Health and Wellbeing Planning Guidance document defining its expectations to developers in the delivery of healthy development and</u></p>

Policy/ Paragraph	Issue	Proposed Amendment
	18.9.2 (renumbered 18.9.7).	<a href="http://www.hertsdirect.org/services/healthsoc/healthherts/healthyplaces/">communities, with signposts to further advice. This will be available at http://www.hertsdirect.org/services/healthsoc/healthherts/healthyplaces/.</a>
18.9.9	Reference to Public Health England required. Section now encourages developments in accordance with Active Design rather than just signposting it.	<b>Amendment to text (para.18.9.8)</b> <a href="#">18.9.9 Sport England and Public Health England have produced 'Active Design', a set of guidelines and principles on creating developments that encourage physical activity and to promote opportunities for sport and physical activity in the design and layout of development:</a>
18.9.10	It is important to ensure that appropriate health facilities are provided in the strategic allocations, where their scale justifies on-site provision through the creation of community facilities. Following consultation with NHS England they have suggested wording which is a little more flexible, but that enables the right sort of provision arising from the particular development at the time.	<b>Amendment to text (new Para. 18.9.10)</b> 18.9.10 Major applications will be expected to demonstrate how they will make provision for additional healthcare facilities. Strategic allocations will be expected to make full provision on-site, or in agreement with NHS England and East & North Herts Clinical Commissioning Group, improvements to existing facilities may be appropriate where this provides the most effective provision for patients.
	Policy CFLR8 should be renumbered Policy CFLR9.	<b>Amendment to text</b> Policy CFLR8 renumbered Policy CFLR9 Health and Wellbeing
CFLR9	Sport England request that the policy should encourage developments to be designed in accordance with Active Design in addition to being signposted to it in the supporting text. The guidance is supported by the Government and Sport England are being pro-active in promoting its use in policy and planning applications.	<b>Amendment to text (Policy CFLR9, Part I.)</b>
CFLR9	Part III. It is necessary to clarify that it is the needs arising from development that should be mitigated as development cannot be asked to rectify existing shortfalls in provision.	<b>Amendment to text (Policy CFLR9, Part III.)</b> III. Contributions towards new or enhanced health <u>care</u> facilities will be <u>sought to ensure the health care requirements arising from new developments are met and to prevent</u> <del>where new housing results in a</del> shortfall or worsening of provision.
<b>18.10 Education</b>		

Policy/ Paragraph	Issue	Proposed Amendment
	Policy CFLR9 should be renumbered Policy CFLR10.	<p><b>Amendment to text</b></p> <p>Policy CFLR9 renumbered Policy CFLR10 Education</p>
Policy CFLR10	Policy references need updating.	<p><b>Amendment to text (Policy CFLR10, Part II (b))</b></p> <p>II. (b) Be of the highest quality of design which offers flexible use of facilities, in order to ensure the various needs of the community can be met, in accordance with Policy DES3 (Design of Development) (see also Policy ED6 (Lifelong Learning));</p>
Policy CFLR10 	Reference to Policy DES3 could also be added to Part III (b) as this covers issues such as siting of development.	<p><b>Amendment to text (Policy CFLR10, Part III (b))</b></p> <p>(b) Be of the highest quality of design which offers flexible use of facilities, in order to ensure the various needs of the community can be met, <u>in accordance with Policy DES3 (Design of Development)</u> (see also Policy ED6 (Lifelong Learning));</p>



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

### **18.1 Introduction**

- 18.1.1 In order for communities to be successful, it is vital that they are well served by a full range of services and infrastructure which are appropriate to people's needs and accessible to all.
- 18.1.2 One of the Council's priorities is to tackle health inequalities across the District and to improve and promote the health and wellbeing of East Herts residents. Well planned communities which are supported by accessible services and infrastructure can help create healthier environments.
- 18.1.3 Open space, sport, play and recreation facilities are important in enhancing people's quality of life. They also perform wider health and wellbeing functions, helping to build inclusive communities, promoting healthy lifestyles and protecting green spaces for reflection and relaxation. Similarly, community facilities play a significant role in developing the social wellbeing of individuals and communities by allowing activities and interests to grow outside of the home and the workplace. They also bring people together and help to establish new communities. Access to education is another key contributor to a sense of community and wellbeing.
- 18.1.4 The loss of open space, sport, play, recreation and community facilities which provide valuable public services could prove detrimental to community identity and sustainability. Safeguarding such facilities will help realise the full potential of existing buildings for community use and encourage re-use of appropriate buildings when they become available.
- 18.1.5 With an ageing population local access to healthcare facilities is an important part of everyday life, and the provision of such facilities within a community, accessible by a choice of sustainable travel options is vital. Facilities which assist in individuals maintaining a healthy and active old age will become more important in East Herts.

### **18.2 Open Space, Sport and Recreation**

- 18.2.1 Regular physical exercise contributes to good levels of health and wellbeing. Aside from its benefits to the individual, increased participation in sport can also have wider benefits in tackling social exclusion and reducing anti-social behaviour. It is therefore important that people in all areas have access to good quality open spaces and the opportunity to participate in formal and informal recreation, including waterside and water based recreation. Open spaces often have multiple uses: those designated for outdoor recreation such as golf courses, public parks and allotments also form part of the wider green infrastructure network.
- 18.2.2 A high proportion of adults and children do not exercise regularly. Increasing participation rates in sport and recreation requires the co-ordinated efforts of many partner organisations. Open spaces and sports facilities are key community facilities which contribute towards health and wellbeing both directly and indirectly. Planning's role involves protecting existing assets, and promoting provision through the planning process by making sure that demands arising from new development do not result in a shortfall in the provision of facilities. Planning also has a role in promoting the provision and enhancement of new and existing facilities through a positive policy approach towards such development, and where necessary through site allocation.
- 18.2.3 Sport England is the Government agency which seeks to encourage people and communities to participate in active sport and recreation. It aims to ensure positive planning for sport, enabling the right facilities to be provided in the right places, based on robust and up-to-date assessments of need for all levels of sport and all sectors of the community. Sport England, working with the provisions of the NPPF, encourage local planning authorities to make direct reference to sport in local planning policy to protect, enhance and provide sports facilities, as well as helping to realise the wider benefits that participation in sport can bring. As such, Sport England has a role in protecting sports provision and is consulted where planning applications impact on such facilities. All proposals for new sports facilities such as swimming pools and sports halls will be

expected to be designed in accordance with Sport England's design guidance to help ensure that facilities are fit for purpose and of a high quality design.

Sport England guidance on Planning for Sport can be viewed and downloaded from the Sport England Website at: [www.sportengland.org/facilities-planning/planning-for-sport/](http://www.sportengland.org/facilities-planning/planning-for-sport/)

Sport England guidance on the Design of Sports Facilities can be viewed and downloaded from the Sport England Website at: [www.sportengland.org/facilities-planning/tools-guidance](http://www.sportengland.org/facilities-planning/tools-guidance)

- 18.2.4 The council has undertaken a number of technical studies that inform the preparation of the District Plan, in accordance with the requirements of the NPPF. These studies identify where there is a deficit of provision in particular sports and the need for new facilities. Applications will be expected to take account of the Council's most up-to-date evidence as appropriate. Given there are existing deficits in provision, the loss of facilities should only occur in tandem with their replacement by new and enhanced facilities, which will be required to be delivered prior to the commencement of development in order to ensure that replacement facilities are available to provide continuity for users.
- 18.2.5 Whilst individual open space requirements will be assessed on a site by site basis, the cumulative impacts of development on the wider network will also be considered. Open space should be central to the design of a scheme, be located to achieve good access for all residents and be designed to 'Active Design' standards. Open space should be seen as crucial to providing community cohesion and meeting the Council's health and wellbeing aspirations.
- 18.2.6 Where play provision is included, facilities should be fit for purpose and sensitively located. Play is essential to children and young people's physical, social and cognitive development.

18.2.7 It is recognised that in certain circumstances on-site provision may not be the best planning solution to meet the community's requirements for additional open space/ facilities. In these circumstances, developers will be expected to provide financial contributions towards off-site provision in lieu of providing open space/ sports facilities on site. This approach will only be considered appropriate where this provides a better means of providing for the open spaces / sports facilities needs arising from the development.

The East Herts Playing Pitch Strategy can be viewed and downloaded from the Council's Website at: [www.eastherts.gov.uk/playingpitchstrategy](http://www.eastherts.gov.uk/playingpitchstrategy)

The East Herts Sports Facility Assessment can be viewed and downloaded from the Council's Website at:  
[www.eastherts.gov.uk/indoorsportsfacilityassessment](http://www.eastherts.gov.uk/indoorsportsfacilityassessment)

18.2.8 Community Use Agreements will be sought to secure community use of new sports facilities provided on sites which may not usually be available for wider community access (e.g. educational or private sites) where these are provided as part of a mixed use development and where they offer an appropriate means of providing for the sports facilities needs arising from new development..

### **Policy CFLR1 Open Space, Sport and Recreation**

- I. Residential developments will be expected to provide open spaces, indoor and outdoor sport and recreation facilities to provide for the needs arising from the development. Local areas for play, informal and formal open spaces should be provided for on-site, while contributions towards off-site provision or the enhancement of existing facilities may be more appropriate for other types of provision. Facilities should be provided in accordance with the Council's latest evidence and in consultation with Sport England and the Council's Leisure and Environment Team. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.
- II. Commercial developments will be expected to provide adequate amenity space in addition to landscape and setting features.

- III. Proposals for new open space, indoor and outdoor sport and recreation facilities which meet identified needs will be encouraged in suitable locations, served by a choice of sustainable travel options. The proposal and all ancillary facilities such as changing rooms and car parking should be fit for purpose and of an appropriate scale and design. Measures should be taken to integrate such facilities into the landscape providing net benefits to biodiversity.
- IV. Proposals should aim to provide for the dual or multiple-use of facilities for wider community access. The use of Community Use Agreements will be expected where appropriate.
- V. Proposals that retain or enhance the provision, quality and accessibility of existing open space, or indoor or outdoor sport and recreation facilities will be supported in principle, where they do not conflict with other policies within this Plan.
- VI. Proposals that result in the loss or reduction of open space, indoor or outdoor sport and recreation facilities, including playing fields, (as defined on the Policies Map), will be refused unless:
  - (a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or
  - (b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and quality in a suitable location prior to the commencement of development; or
  - (c) The development is for an alternative open space, sport and recreation facility, the need for which clearly outweighs the loss.

### **18.3 Local Green Space**

- 18.3.1 The NPPF has introduced a new policy allowing local communities to identify green areas of particular importance to them for special protection. By designating land as 'Local Green Space' local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is

prepared or reviewed, and be capable of enduring beyond the end of the plan period. Recognising the amenity, wildlife and leisure value of the 'green fingers' in Hertford and Bishop's Stortford, the Council has designated these areas as Local Green Spaces. Local communities, through Neighbourhood Plans, can also identify green areas of particular importance to them for special protection.

### **Policy CFLR2 Local Green Space**

Development will not be allowed within Local Green Spaces, as defined on the Policies Map, other than in very special circumstances.

## **18.4 Public Rights of Way**

18.4.1 Rights of Way are footpaths, bridleways and byways which have public access. Hertfordshire has an extensive Rights of Way network of over 5,200 paths totalling more than 3,000km. These paths are shown on a map and have a written description in a legal record called the Definitive Map and Statement, which is looked after by Hertfordshire County Council's Rights of Way Service at County Hall, Hertford.

Further information on the County Council's Rights of Way Service can be viewed here:

[www.hertsdirect.org/services/envplan/countrysideaccess/row/](http://www.hertsdirect.org/services/envplan/countrysideaccess/row/)

18.4.2 The Public Rights of Way network has always been an asset for recreation or for the purpose of everyday use such as getting to the local shop or to a bus stop for example. This valuable resource, often taken for granted, now plays an even more important role with regards to people's health and wellbeing and can contribute towards reducing carbon emissions by encouraging travel on foot or by bicycle rather than by car. Public Rights of Way also help to boost tourism and therefore contribute towards the local economy. Without them it would be difficult for residents and visitors alike to access the countryside we have in and around East Herts.

18.4.3 Development proposals should therefore take full account of the need to protect and enhance Public Rights of Way.

### **Policy CFLR3 Public Rights of Way**

Proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the Rights of Way network.

## **18.5 Water Based Recreation**

18.5.1 The district's many rivers, canals, lakes and other enclosed water areas such as former quarries and gravel pits offer many opportunities for recreation such as angling and boating as well as walking and cycling. Contributing to the character of the towns through which they flow, notably Bishop's Stortford, Hertford, Ware and Sawbridgeworth, these waterways are also primary habitats for vulnerable species of flora and fauna and as such it is necessary to ensure that recreational activities do not harm the very habitats that make them attractive to visitors.

18.5.2 Any proposals for development needed to support water based recreation which might increase the recreational use of a stretch of waterway should be considered in conjunction with the Canal & River Trust as Navigation Authority to ensure there is no detrimental impact on other recreational users of the waterway or towpath.

### **Policy CFLR4 Water Based Recreation**

Proposals for water-based recreation will be supported in principle, where:

- (a) The proposal does not have a significant adverse impact on the nature conservation interest, the character, or appearance of the environment;
- (b) The proposal does not conflict with the relevant River Catchment Management Plan; and
- (c) The proposal does not have an adverse impact on any flood alleviation works and does not impede the Environment Agency's access requirements to waterworks.

## **18.6 The Lee Valley Regional Park**

- 18.6.1 The Lee Valley Regional Park is an important component of the district's green infrastructure defined by its openness, attractive and heritage rich landscapes, sites of nationally significant biodiversity and varied visitor attractions. The Park also has an important role to play in mitigating the impacts of climate change, managing increased flood risk, conserving and enhancing scarce resources (in particular water resources), offsetting urban heat island effects and meeting the open space needs of a growing population.
- 18.6.2 The Regional Park is statutorily designated for leisure, recreation, sport and nature conservation. It covers an area of 4,000 hectares and stretches for 26 miles along the River Lea from the River Thames in East London to Ware in Hertfordshire. Established by Parliament in 1967 the Regional Park was created to meet the recreation, leisure and nature conservation needs of London, Hertfordshire and Essex.
- 18.6.3 Approximately 440 hectares of the Park lie within East Herts, with 98.69% of it designated as Green Belt. This is an area of predominantly high quality landscape with a rural and unspoilt character and features of heritage significance. Gravel extraction has created a number of water areas, providing opportunities for angling, sailing and the creation of important wetland habitats which contribute to the intimate and semi-enclosed landscape character of the area. The landscape both within and beyond the Park boundaries provides a setting for every event and activity within the Park making a key contribution to the quality of the visitor experience.
- 18.6.4 Key sites of nature conservation interest within the Park include two Sites of Special Scientific Interest (SSSIs) at Amwell and Rye Meads Local Nature Reserves which form part of the Lee Valley Special Protection Area (SPA) and Ramsar site. Existing and new connections with adjoining green infrastructure networks (e.g. to the west with Wormley/Hoddesdonpark Woods, to the north with Kings Meads and to the east along the Stort Valley) are to be enhanced, protected and promoted. Further



information on the Council's approach to nature conservation and green infrastructure can be found in Chapter 19: Natural Environment.

18.6.5 The Regional Park Authority Plan guides development and the use of the waterways within the Regional Park. The current Lee Valley Regional Park Development Framework was adopted in July 2010, with Thematic Proposals adopted in January 2011, and consists of two parts:

- Part one: outlines the policies and objectives for the regional park, providing the strategic policy framework for its future use and development.
- Part two: consists of particular proposals for the future use and development of individual sites and areas that collectively form the totality of the regional park.

Full details of the Park Development Framework and Area Proposals can be found at: [www.leevalleypark.org.uk/parkframework/home/](http://www.leevalleypark.org.uk/parkframework/home/)

18.6.6 The District Council will support and work with the Regional Park Authority and other stakeholders to deliver the Park Plan 2000 and the Park Development Framework Area Proposals where these improve leisure and sporting opportunities for local communities, enhance access to open space and nature, and help expand educational, volunteering and health related activities.

#### **Policy CFLR5 The Lee Valley Regional Park**

I. The District Council supports the Lee Valley Regional Park Development Framework, which will be treated as a material consideration in the determination of planning applications in this area.

II. Proposals for leisure related developments within the Lee Valley Regional Park will be supported in principle provided that intensive land-use leisure activities and associated buildings are located as unobtrusively as possible near existing settlements and do not conflict with other policies within this Plan.

## **18.7 Equine Development**

- 18.7.1 Equestrian related activities are popular forms of recreation and economic development in the countryside. These uses, including riding schools and stables, can fit in well with agricultural activities and help to diversify the rural economy. The Council will support equine development that maintains environmental quality and the character of the countryside.
- 18.7.2 While equestrian development can be appropriate in the open countryside, the cumulative impact of horse related activities and associated buildings can have an adverse impact on the character and appearance of rural areas. Existing buildings should, wherever possible, be re-used. New buildings for horse related activities, including stables, field shelters and tack rooms should be no larger than is essential. In most cases isolated development is unlikely to be acceptable.
- 18.7.3 All equestrian development, whether domestic or commercial, should be of an appropriate scale and design and careful attention should be given to siting, materials and landscaping to avoid an adverse impact on the countryside. Particular care will be needed where floodlighting is proposed in order to avoid an unacceptable impact on residential amenity. In assessing any application, regard will be had to the British Horse Society standards for grazing. Where commercial development is proposed in the Green Belt, the requirement to demonstrate 'very special circumstances' in accordance with the NPPF will apply.

### **Policy CFLR6 Equine Development**

I. Proposals for small-scale equine development (up to 10 stables), whether domestic or commercial, will be permitted when the following criteria are met:

- (a) The proposal is sited or landscaped to minimise visual intrusion;
- (b) Where new buildings are proposed, applicants must demonstrate that existing structures cannot be re-used;
- (c) The siting, scale and design of the proposal is in keeping with the character of the area, with adequate pasture to support horses. Particular

regard will be had to the cumulative effect of proposals on local landscape or biodiversity interests;

(d) The amenity of nearby residential properties is not adversely affected, for example, in relation to floodlighting, noise and disturbance;

(e) The proposal would not (by itself or cumulatively) have a significant adverse impact in terms of traffic generation;

(f) The proposal does not result in harm to the ecological network, including partial or complete loss or degradation of Local Wildlife Sites or priority habitats;

(g) The proposal does not conflict with other policies within this Plan.

II. Where commercial equestrian development is proposed in the Green Belt, the requirement to demonstrate 'very special circumstances' will apply in accordance with the NPPF.

III. Proposals that result in the loss of equestrian facilities should be accompanied by an Equestrian Needs Assessment which demonstrates that the facilities are no longer needed.

## **18.8 Community Facilities**

18.8.1 Community facilities provide for the health and wellbeing, social, educational, recreational, leisure and cultural needs of the community. Community facilities include, but are not limited to: art galleries; cinemas; community centres; crèches/nurseries; healthcare facilities; museums and libraries; music and concert halls; places of worship; schools; post offices; public houses; village halls; local/village shops. Such facilities act as the focus of community activity and contribute towards community cohesion. Community facilities are provided by a wide variety of agencies including local authorities, other public service providers, churches and the voluntary and business sectors and can sometimes be provided on single multi-use sites.

18.8.2 Urban and rural communities require access to core community facilities. The requirement for facilities is evolving in response to changes in the needs of the local population. As the proportion of

people over 65 increases, so demand for facilities catering for older people will rise. New facilities and services including crematoria and burial space may be needed, particularly where a significant amount of new housing is proposed.

18.8.3 Planning can help co-ordinate the provision of new facilities and new housing development, and obtain appropriate developer contributions. It can also resist the loss of existing facilities. The District Council will require that proposals for change of use are supported by evidence that the particular facility is no longer viable and explain the options that have been investigated to maintain the service. As new developments require good access to facilities and create additional demand for existing facilities, so any shortfall in provision arising as a result of new development, must be addressed as part of the development.

18.8.4 Within villages and the rural area, community facilities are vital to residents, often providing a lifeline for those unable to get into town on a regular basis. The loss of local village shops, post-offices and pubs can be a substantial loss to the local community.

18.8.5 Under the Localism Act, voluntary and community organisations can nominate an asset to be included on a list of 'assets of community value'. This list is managed by the Council. If a landowner wants to sell a registered property, they must tell the Council. If a group wants to buy the asset, they can trigger a six month moratorium to give them a chance to raise the money but the landowner can still sell at the going market rate. This period gives community groups some time to develop a proposal and raise the required capital to bid for the property when it comes onto the open market at the end of the moratorium period, thus retaining a valued facility for community use.

More information on Assets of Community Value can be found on the Council's Website at: <a href="http://www.eastherts.gov.uk/communityassets">www.eastherts.gov.uk/communityassets</a>
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18.8.6 Village halls also play a valuable role within rural communities, accommodating a variety of uses such as crèches, youth clubs, doctor's surgeries, as well as providing a venue for social events.

New facilities can be designed to accommodate both indoor and outdoor sporting activities, and even small scale business hubs, further boosting the viability of the facility to all age groups and users.

- 18.8.7 Facilities used for the practice of faith or culture are important buildings within communities and offer the opportunity to bring people together through the sharing of space and facilities.
- 18.8.8 Public houses play an important role in rural communities, providing a social venue, local employment opportunities and adding to the vitality of a village.
- 18.8.9 In circumstances where minor extensions or alterations to existing premises are essential to the continued viability of the business and the vitality of the village then these may be permitted in accordance with Policy CFLR7 below.

### **Policy CFLR7 Community Facilities**

I. The provision of adequate and appropriately located community facilities will be sought in conjunction with new development.

II. Developers will be expected to provide either on-site provision, or where appropriate, a financial contribution towards either off-site provision, or the enhancement of existing off-site facilities. Where provision is made on-site as part of a development, applicants should detail how it will be maintained in the long term.

III. Proposals for new and enhanced uses, buildings or land for public or community use will be supported in principle where they do not conflict with other policies within this Plan. Such proposals:

(a) Should be in suitable locations, served by a choice of sustainable travel options;

(b) Should be of an appropriate scale to meet needs and be of a flexible design to enable multiple uses throughout the day;

(c) Should take measures to integrate such facilities into the landscape providing net benefits to biodiversity; and

(d) Should be constructed in tandem with the development to ensure they are available for the new and existing community from the start of occupation.

IV. Proposals should aim to provide for the dual or multiple use of facilities for wider community activities. The use of Community Use Agreements will be sought where appropriate.

V. Limited extensions/alterations to existing community facilities in the Green Belt and Rural Area Beyond the Green Belt may be supported in principle, where they do not conflict with other policies within this Plan.

### **Policy CFLR8 Loss of Community Facilities**

I. Proposals that result in the loss of uses, buildings or land for public or community use will be refused unless:

(a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or

(b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location; or

(c) The development is for an alternative community facility, the need for which clearly outweighs the loss.

## **18.9 Health and Wellbeing**

18.9.1 The NPPF requires planners to consider health in a range of different ways. The framework's presumption in favour of sustainable development highlights the importance of achieving social, economic and environmental objectives (health and wellbeing encompasses all three). The Health and Social Care Act, which came into force in April 2013, introduced a new public health landscape. Within Hertfordshire, the previous NHS Primary Care Trust configuration has been reshaped into the Herts County Council Public Health Directorate working with District and Borough Councils in a two-tier formation, along with

other vital health partners, statutory and voluntary, addressing local health need.

18.9.2 The Hertfordshire Health and Wellbeing Strategy (2013-2016) was developed at this time with nine priorities and is to be refreshed in 2016. Hertfordshire County Council also has its own Public Health Strategy (2013-2017). In addition, the East Herts Health and Wellbeing Strategy (2013) supports the life course approach to health which looks at the people, places and communities they live in, seeking to provide the best potential for improved health outcomes from birth to grave.

18.9.3 The following priority elements are foundation principles of the East Herts Health and Wellbeing Strategy:

1. Healthy children starting off well;
2. Empowering children, young people and adults to achieve their life potential;
3. Creating health and work together;
4. Promoting positive health and wellbeing life quality for all;
5. Healthy places and sustainable communities;
6. Pro-active health prevention.

18.9.4 Priorities 2, 5 and 6 have particular links with planning. Priority 2 refers to enabling the best possible life opportunities for all ages of population. Examples of this which relate to planning opportunities could involve the design of communities and towns that enable good community cohesion.

18.9.5 Priority 5 connects with the contribution planning can have in shaping infrastructure from residential dwellings and office developments to the ways in which these are sustainably connected and enable a richer environment for encouraging behaviour change and healthy lifestyle living.

18.9.6 Priority 6 is an active contributor in balancing economic burdens that are associated in treating individuals affected by illness and poor health. Examples of life-long homes that can be adapted

easily as an individual passes through different life stages can help maintain independence. A community setting where these homes are located with opportunities to walk and exercise could impact a person's health potential positively both in terms of physical health and their social wellbeing because of a supportive neighbourly environment, enabling social connections.

The Health Summary for the East and North Hertfordshire Clinical Commissioning Group area can be viewed and downloaded from the NHS East and North Hertfordshire CCG Website at: [www.enhertsccg.nhs.uk/](http://www.enhertsccg.nhs.uk/)

Local Health Profiles can be viewed on the Public Health England Website at: [www.apho.org.uk/](http://www.apho.org.uk/)

The East Herts Health and Wellbeing Strategy (2013-2018) can be viewed and downloaded from the Council's Website at: [www.eastherts.gov.uk/wellbeing](http://www.eastherts.gov.uk/wellbeing)

18.9.7 The planning system can play an important role in creating healthy, inclusive communities. This could include, for example, measures aimed at reducing health inequalities, encouraging physical activity, improving mental health and wellbeing, and improving air quality to reduce the incidence of respiratory disease.

18.9.8 The County Council's Public Health Department is preparing a Health and Wellbeing Planning Guidance document defining its expectations to developers in the delivery of healthy development and communities, with signposts to further advice. This will be available at [http://www.hertsdirect.org/services/healthsoc/healthherts/healthy\\_places/](http://www.hertsdirect.org/services/healthsoc/healthherts/healthy_places/).

18.9.9 Sport England and Public Health England have produced 'Active Design', a set of guidelines and principles on creating developments that encourage physical activity and to promote opportunities for sport and physical activity in the design and layout of development:



Sport England's Active Design guidance can be viewed and downloaded from the Sport England Website at: [www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/](http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/)

18.9.10 Major applications will be expected to demonstrate how they will make provision for additional healthcare facilities. Strategic allocations will be expected to make full provision on-site, or in agreement with NHS England and East & North Herts Clinical Commissioning Group, improvements to existing facilities may be appropriate where this provides the most effective provision for patients.

### **Policy CFLR9 Health and Wellbeing**

I. All development shall be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. In particular, regard shall be had to providing the necessary infrastructure to encourage physical exercise and health, including accessible open space, vegetation and landscaping, sport and recreation facilities, cultural facilities and safe, well promoted, walking and cycling routes.

II. Where new health facilities are planned, these should be located where there is a choice of sustainable travel options and should be accessible to all members of the community.

III. Contributions towards new or enhanced health care facilities will be sought to ensure the health care requirements arising from new developments are met and to prevent a shortfall or worsening of provision.

IV. Where new facilities for community use, including for the practice of faith, are planned, these should be of a flexible design to enable multiple uses throughout the day and should be located where there is a choice of sustainable travel options.

### **18.10 Education**

18.10.1 Access to education is a key contributor to a sense of community and wellbeing. Often schools are the focus of a community, particularly where early years education, extra-curricular activities or public access to facilities are offered. Educational attainment is the keystone of any economy and it is important that access to such facilities is available to the very young

through to adult learning opportunities. Ensuring that sufficient school places are available to support development is an integral part of delivering sustainable communities.

18.10.2 The Government is committed to ensuring that there is sufficient provision to meet growing demand for school places, through increasing choice and opportunity in state funded education. This commitment is reflected in the NPPF. Local authorities are required to give full and thorough consideration to the importance of enabling development of state-funded schools in their planning decisions.

18.10.3 Hertfordshire has experienced a significant rise in the demand for school places across the County in recent years in line with the picture nationally. Hertfordshire County Council (HCC) has a statutory duty to ensure sufficient school places within its area. However, HCC does not control the admissions or management of many schools across the County. As the district's population grows demand for school places will continue to increase, placing pressure on existing facilities. It is therefore vital that where housing growth results in increased demand this should provide for investment across each education tier to ensure there are enough places to serve the district's pupils within their community.

18.10.4 Applicants should work with Hertfordshire County Council, the District Council and other neighbouring local authorities to identify the education needs arising from development and to ensure that appropriate provision is made in the form of new or enhanced facilities. Major applications will be expected to demonstrate how they have provided for additional school places. The strategic allocations will be expected to make full provision on-site, or contribute towards improving or extending existing facilities where this is the most effective option.

### **Policy CFLR 10 Education**

I. Development that creates a potential increase in demand for education will be required to make appropriate provision for new facilities either on-site or by making a suitable contribution towards the improvement or expansion of

nearby existing facilities. Applicants will be expected to work in partnership with Hertfordshire County Council and other neighbouring local authorities with a duty for ensuring that there are sufficient school places available to serve new housing developments, to ensure appropriate facilities are provided.

II. Proposals which fail to make appropriate provision for the education of its future residents will be refused.

III. Proposals for the creation of new or extended education facilities for all ages should:

- (a) Be in an accessible location, served by a choice of sustainable travel options;
- (b) Be of the highest quality of design which offers flexible use of facilities, in order to ensure the various needs of the community can be met, in accordance with Policy DES3 (Design of Development) (see also Policy ED6 (Lifelong Learning));
- (c) Provide or retain a suitable provision of outdoor recreation space and playing fields, in accordance with Policy CFLR1 (Open Space, Sport and Recreation); and
- (d) Be designed to facilitate the community use of facilities, in accordance with Policy CFLR7 (Community Facilities) and Policy CFLR1 (Open Space, Sport and Recreation).

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