



# BENGO

NEIGHBOURHOOD AREA PLAN  
2019-2033





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*“Bengeo has grown logically and carefully over the centuries. The Neighbourhood Plan respects its wonderful history and heritage, and simultaneously reflects the aspirations and needs of its 21st century dwellers.”*

## The history and heritage of the Neighbourhood Plan Area

Today’s residents like to call Bengeo a village, but it began as two distinct small settlements half a mile apart – the more ancient settlement near St. Leonard’s with its farm, grand houses and cottages, and the trading settlement, straddling ‘the straight’ of Bengeo Street, near The Greyhound pub.

Apart from its southern fringe, with the ribbon of ancient buildings, the area was agricultural until the start of the mid-Victorian spread from Hertford. In the late Victorian era, the expansion of homes began, always well built (no slums) which, in time, connected the two centuries-old clusters of buildings near St. Leonard’s and The Greyhound. Dr Thomas Dimsdale’s ‘Pest House’ (Plague House) – so called because of his inoculation researches - was necessarily isolated for medical purposes when built in 1763 on Port Hill Common. It’s now part of Byde Street’s residential neighbourhood.

Local street names remember Lord Nelson and Sir Minto Farquhar, the Gosselin family, the Chambers family and the Dimsdales. They also recognise features of the area: The Fore-Lea (Folly); Millmead, Port Hill and Port Vale, Great and High Molewood, Buckwell’s Field and Westfield, but, pepper-potted across the wider area are some icons. Today, we love the 1890s McMullen Brewery, the Prince Albert Model Cottages, the iconic Water Tower, Ware Park Mansion, the Carmelite Monastery, the railway tunnel below Molewood, and our many places of worship. The glorious spire of the Church of St. Andrew (hit by lightning more times than any other spire nationally on the books of the Ecclesiastical Insurers) ‘speaks’ from the area’s valley territory at the middle of the Hertford basin. At the Bengeo hilltop is Holy Trinity, another good Victorian building, and then out on the promontory, which gave Bengeo its name (the ‘Ho’ bit of ‘Beane Ho’/Bengeo) is the Bengeo gem, the ancient Norman St. Leonard’s.

Modern Bengeo thus grew out from Hertford to become a distinct community. First in Hertford, there is always ‘the water’. Skirting around the area at the foot of the hillsides of ‘Bengeo proper’ are the rivers Beane, Lea and Rib (like seaside children, Hertford’s children learn to swim at an early age). These provide a collection of mills, mill sites, millraces and weirs (Ware Park Mill, Dicker Mill, Town Mill, Sele Mill). They remind us of the earliest industries. The water and the grain from the arable lands led to our staple industry - brewing. In Victorian times, the town’s time-honoured industrial area made way for the present-day Conservation Area focus - the artisan terraced cottage homes on Folly Island.

Starting at the southern base of the area, and moving upwards to its northern tip, St. Andrew Street (no apostrophe ‘s’ please) with its domestic scale, juxtaposes fine examples of County town homes and shops from each century since the 15th. It is a wonderful heritage asset. There are clearly identifiable entrances to the 19th century yards and their notorious insanitary ‘dwellings’. Northwards, but still on town/valley territory, some industrial evidence remains. There is the present-day brewery and the old maltings; the Great Northern Railway’s industrial archaeology, and Hertford’s playground for 1,000 years, Hartham. At the top of the hill, is the ‘village’ of Bengeo and its vital open countryside beyond, from Westmill to Waterford and from Stoneyhills to Molewood.

Bengeo has grown logically and carefully over the centuries. The Neighbourhood Plan respects its wonderful history and heritage, and simultaneously reflects the aspirations and needs of its 21st century dwellers.

**Peter Ruffles**



## 1. Introduction

### The Purpose of a Neighbourhood Plan

- 1.1. Neighbourhood Planning gives communities direct powers to shape the development and growth of their local area. [The Localism Act 2011](#) introduced the right for communities to set planning policies that have statutory weight, which are used by their local authority to determine planning applications.
- 1.2. Through the policies they write into their Neighbourhood Plan, communities can influence planning decisions on issues like residential and commercial development, the protection of local green spaces and important buildings, and the provision and protection of community facilities. A Neighbourhood Plan should support the strategic development needs set out in the Local Plan and, once adopted, it has the same legal status.

### Bengeo Neighbourhood Area Plan

- 1.3. The Bengeo Neighbourhood Area Plan (hereinafter referred to as the Neighbourhood Plan) will guide the direction of future development in the Hertford Bengeo Ward up to 2033. The Neighbourhood Plan will form part of the statutory Development Plan, comprising the Local Plan (East Herts District Plan), the Minerals and Waste Local Plans for Hertfordshire, and any adopted Neighbourhood Plans. It is in accordance with the strategic policies of the [East Herts District Plan](#), which was adopted on the 23 October 2018, and will be in force until 2033.

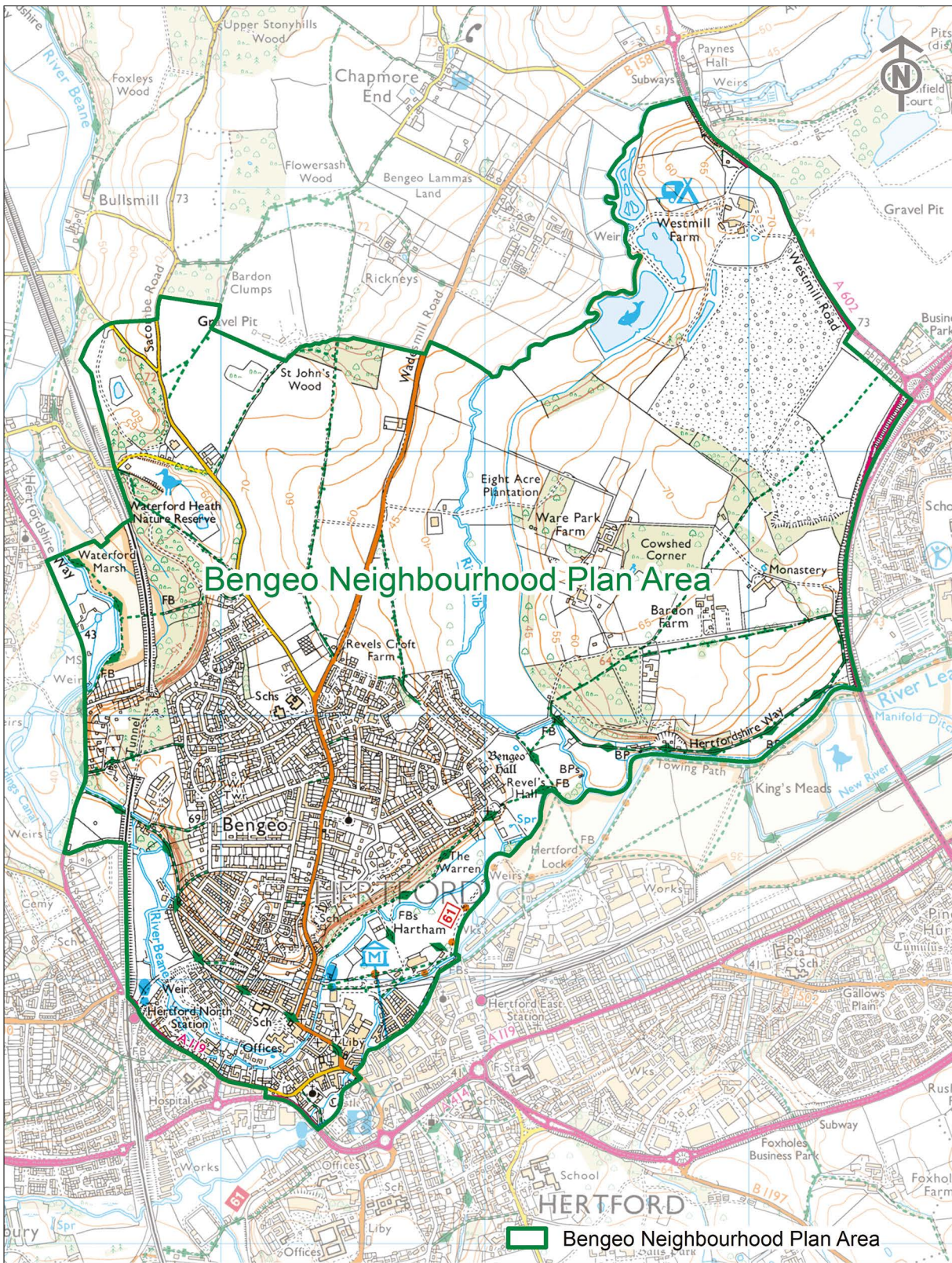
### Qualifying Body and Neighbourhood Plan Area

- 1.4. The qualifying body for the submission of the Neighbourhood Plan is Hertford Town Council (HTC). On the 29 March 2017, HTC applied to East Herts District Council (EHDC) for the designation of Hertford Bengeo Ward as a Neighbourhood Plan Area. East Herts Council approved the designation on 27 June 2017. The Neighbourhood Plan Area is represented in Figure 1 opposite.

### Legislation

- 1.5. The Neighbourhood Plan must comply with other local, national and European (or UK equivalent) policies, as required in the Localism Act. Specifically, it is required to meet four criteria called 'Basic Conditions' as set out in paragraph 8(s) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), as referred to by Section 38A of the Planning and Compulsory Purchase Act 2004 (as amended):
  - (i) The Plan must have appropriate regard to national policies and advice contained in the National Planning Policy Framework (NPPF);
  - (ii) The Plan must contribute to the achievement of sustainable development;
  - (iii) The Plan must be in general conformity with the strategic policies contained in the development plan for the area of the local planning authority, in this case, the East Herts District Plan (see separate Basic Conditions Statement); and
  - (iv) The Plan must abide by the relevant EU regulations (or UK equivalent).
- 1.6. A separate document has been prepared to demonstrate how the Bengeo Neighbourhood Area Plan meets these Basic Conditions.





Scale 1:22,500



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Figure 1: Bengoe Neighbourhood Plan Area.



### Preparing the Neighbourhood Plan

- 1.7. On 24 June 2017, a public meeting was held at Bengo Primary School to explain the Neighbourhood Plan process, following which a Community Steering Group was formed. The group was endorsed by Hertford Town Council to prepare a Neighbourhood Plan on its behalf.
- 1.8. At a community workshop on the 26 July 2017, four Working Groups were agreed: Community, Heritage and Culture, Homes and Development, Natural Environment and Green Spaces and Transport and Travel. Subsequently, a Business and Enterprise Working Group was set up to ensure representation from the local business community.
- 1.9. An experienced Neighbourhood Planning Consultant, appointed by Hertford Town Council, ran public workshops and provided valuable specialist advice at Working Group meetings.
- 1.10. Working Groups met on a regular basis to agree key objectives, identify questions for the Neighbourhood Plan survey, draw up draft policies, plan public exhibitions, and evaluate consultation feedback. Working Parties, and members of the community, delivered consultation leaflets to households and businesses in the Ward.

### Community Engagement

- 1.11. The Neighbourhood Plan consultation process has included:
  - a public meeting at Bengo School and two public workshops
  - a business forum
  - a household survey
  - a children's survey
  - an exhibition on survey outcomes at Bengo School
  - an exhibition on draft policies at Mill Mead School
  - A Summary Document with Neighbourhood Plan policies distributed throughout Hertford Bengo Ward
  - Nine-week public consultation on the Pre-Submission Draft (Regulation 14) Neighbourhood Plan
  - Full draft Plan available on line, with hard copies available for viewing at key locations
  - Drop-in events held at Bengo Parish Church Hall and Mill Mead School to answer queries on the Draft Neighbourhood Plan
  - Eight-week East Herts District Council Regulation 16 consultation
  - updates on the Love Bengo website and Facebook, Twitter and Instagram pages
  - updates on Hertford Town Council's website, Facebook and Twitter pages
  - press releases
- 1.12. A separate document, called the Bengo Neighbourhood Area Plan Consultation Statement has been prepared. This explains the work of the Community Steering Group, describes the engagement techniques used, events held, and the results of the public consultations.

### Monitoring and Review

- 1.13. Implementation of the Neighbourhood Plan will be monitored by Hertford Town Council and a review will be undertaken should the policies become out of date or no longer relevant.



## 2. Hertford Bengoe Ward

- 2.1. Hertford Bengoe Ward, one of four Hertford Wards, spans just over 680 hectares from Westmill Farm in the north to Folly Island in the south. It's surrounded on three sides: north, east and west by the Green Belt, and by the Great Molewood and Hartham 'Green Fingers' to the west and east respectively. The boundary incorporates parts of Hertford town centre at Old Cross and St. Andrew Street and parts of Hartham Common.
- 2.2. The rivers Beane and Rib weave through significant parts of the Ward, with the Beane merging with the Lea in Hartham and the Rib joining it by St. Leonard's Meadows. There are more than 100 hectares of woodland, and two woods have Ancient Woodland status; St. John's Wood and Great Mole Wood. Waterford Heath and Marsh and St. John's Wood are Local Wildlife Sites and Waterford Heath is also designated as a Local Nature Reserve. There are nearly 15km of Public Rights of Way, including 8.8km of footpaths.



*Figure 2: River Lea at Hartham, just south of The Warren.*

- 2.3. There are more than seventy streets and roads in the Ward and the majority of residents live in the urban area, some in the Victorian houses on narrow streets in Lower Bengoe and on Folly Island. Several busy roads intersect the Neighbourhood Plan Area: the A602, A414, A10 and A119, and the B158 runs centrally through it from Mill Bridge in the town centre up to the northern boundary line, just to the east of St. John's Wood.
- 2.4. Hertford Bengoe Ward had 7,456 usual residents and a total of 3,347 household spaces in the 2011 census. These household spaces were mostly semi-detached (32.8%) or terraced (30.8%) homes with only 16.6% being purpose-built or converted flats. Whilst some flats are above shops on the edge of the town centre, most are in the north-east of the Plan area in Mansfield Gardens and Bengoe Mews.



## The Hertford Bengoe Ward (continued)

- 2.5. The countryside in Hertford Bengoe is beautiful with wonderful walks and views, and, within walking and cycling distance (but outside the Ward boundary) there are two train stations, one into Moorgate and the other into Liverpool Street. The Neighbourhood Plan Area includes Green Belt and the town centre; a perfect combination. When residents were asked what they liked most about living in Hertford Bengoe, the biggest response was the semi-rural nature of the area and the easy access to green spaces, and the second was the proximity to the town centre.
- 2.6. There is good access to recreational and leisure facilities, and a growing cultural quarter, including the Hertford Arts Hub in Hartham Lane, Courtyard Arts in Port Vale and the Company of Players Theatre on Balfour Street. Support for the enhancement of cultural activities and facilities has been shown throughout the consultation process.

### Challenges and Opportunities

- 2.7. Despite the many benefits of living in the Ward, there are significant pressures on local roads, and, throughout consultation, traffic congestion and road safety were repeatedly raised as a significant concern. Serious peak-time congestion is a daily occurrence and the impact on residents, particularly on the Lower Bengoe roads, is significant. Many of the Ward's listed buildings, some dating back to the 15th century, front onto St. Andrew Street, with its high traffic volumes. Through its Sustainable Travel policies and the Action Plan, the Neighbourhood Plan aims to mitigate the impact of development and help improve local travel conditions.
- 2.8. Equally important to improving local travel conditions is the protection and enhancement of our natural areas. Easy access to green spaces is valued by residents, and green infrastructure and green corridors protect wildlife and enhance biodiversity and should be essential components of development.
- 2.9. Although Hertford Bengoe Ward has been allocated a smaller number of new homes through the District Plan (Policy HERT4 North of Hertford) than other Hertford Wards, proposals should mitigate the impact of development on local roads by enabling walking and cycling and promoting public transport use.
- 2.10. East Herts District Council has committed to moving towards net zero carbon emissions. In July 2019, they said they would '*seek, where possible, to include the very best measures into the Local Plan to minimise any negative impact on the environment*'. An adopted Neighbourhood Plan has the same legal status as the Local Plan. The Vision Statement and Objectives in this Neighbourhood Plan reflect the broad range of issues highlighted as important by residents, including those of the environmental impact of development. The Neighbourhood Plan's policies and Action Plan support sustainable development whilst placing the protection of our local environment, air quality and natural habitats at the forefront.



## 3. Vision and Objectives

- 3.1. Our Vision Statement sets out what the Neighbourhood Plan aims to achieve up to 2033, in conjunction with the District Plan and a range of National, County and local plans and initiatives.

### Vision Statement

Hertford Bengoe Ward is a vibrant community with easy access to beautiful countryside and historic buildings. Our vision is to create a place for people to walk and cycle safely, with well-connected routes. Development will be to high environmental standards and natural areas and biodiversity will be enhanced and protected. The aim is for facilities to be accessible and designed to offer a diverse range of activities. With a strong business economy, a thriving cultural centre, and valued local heritage, it will be a place people will want to live, work and visit.

### Planning Objectives

- 3.2. The Objectives in the Neighbourhood Plan link to the Vision Statement and provide the basis for the planning policies.

#### Green Spaces, Views, Nature Conservation and Air Quality

**Objective A:** Protect precious green spaces through ‘Local Green Space’ designation and preserve important views.

**Objective B:** Maintain, protect and increase natural habitats, wildlife and local biodiversity.

**Objective C:** Reduce traffic emissions and preserve and increase green lungs and corridors.

#### Community, Heritage and Culture

**Objective D:** Retain, protect and enhance community facilities.

**Objective E:** Encourage the development of cultural facilities and protect valuable heritage assets.

#### Sustainable Travel

**Objective F:** Improve travel conditions and road safety and mitigate the impact of development on local roads.

**Objective G:** Improve and extend footpath routes to increase levels of walking.

**Objective H:** Improve and extend the cycle network to increase levels of cycling.

**Objective I:** Increase the use of local public transport as a preferred option over cars.

**Objective J:** Increase the availability of cycle parking and improve local car parking conditions.

#### Homes and Development

**Objective K:** Achieve high-quality sustainable development with good access to natural areas and foot and cycle routes.

**Objective L:** Achieve brownfield development that meets residential, community or commercial need.

#### Sustainable Commercial Growth

**Objective M:** Ensure commercial development supports local businesses in continuing to thrive.



## 4. Neighbourhood Plan Policies

4.1. This chapter sets out the planning policies for the Neighbourhood Plan for the period 2019-2033, which aligns with the end of the period for the East Herts District Plan. The policies will help the Plan's objectives to be achieved and other matters, some not related to planning, will be taken forward in the Action Plan (Appendix H). This includes some of the important road and travel related matters raised during consultation. The Policy Process Map (Appendix G) demonstrates how the objectives and policies in the Plan are linked.

### Green Spaces

- 4.2. Meeting housing needs and supporting the local business economy is essential, but it has to be balanced with the protection of valuable natural and recreational areas. There's well documented evidence of the benefits to our physical and mental health from accessible green spaces, and green corridors provide essential protection to wildlife, and enhance biodiversity.
- 4.3. Through Neighbourhood Plans, communities can now identify natural areas of importance to them and give them additional protection through 'Local Green Space' (LGS) designation. This designation is only appropriate for areas which are 'demonstrably special' to a community. This could, for example, be for their tranquillity, richness of wildlife, historical significance, beauty, or recreational value. Public access is not a requirement for LGS designation, but the areas need to be in reasonably close proximity to the community.
- 4.4. During the Neighbourhood Plan's development, a number of natural areas were evaluated. These included: Beane Marshes, Hartham Common, Great and Little Molewood, The Warren, the fields adjoining St. Leonard's Church, and High Molewood. These areas are within the Green Fingers and are already designated as Local Green Spaces through the East Herts District Plan.
- 4.5. Through a process of consultation, and assessment of current levels of protection, eight areas were identified for Local Green Space designation. All eight areas received overwhelming support for LGS designation at the policy consultation at Mill Mead School in March 2019, and during the subsequent Regulation 14 consultation, with only a handful of objections. Information on the assessment for each proposed Local Green Space site is in Appendix B: Local Green Spaces Assessment.

### Policy HBN1: Local Green Space (LGS) Designation

I. Eight Local Green Spaces have been identified on the Policies Map (including Inset Maps) in Appendix A.

**LGS1:** Land at Bengoe Field.

**LGS2:** Former Railway Line, Lower Bengoe.

**LGS3:** Millmead Park.

**LGS4:** St. Leonard's Garden.

**LGS5:** Woodland Adjacent to the Sacombe Road Play Area.

**LGS6:** North Road Meadow.

**LGS7:** Watermill Lane Play and Recreation Area.

**LGS8:** Port Vale Wildlife Garden.

II. Development within these designated areas will only be permitted where exceptional circumstances can be demonstrated, in accordance with the National Planning Policy Framework.



## LGS1: Land at Bengoe Field

- 4.6. This 5.7-hectare, clearly defined area of Bengoe Field, is indicated by the green hatched section in Figure 3. Views north across the site are iconic of Bengoe. The Byway 1 subsoil, within LGS1, is registered as an Asset of Community Value. This path is used by hundreds of residents for health walks, running, cycling, dog walking and horse riding. In the Neighbourhood Plan Survey (January 2018), more residents showed support for protecting Bengoe Field than any other green space. In the Public Inquiry report ‘Land at Ware Park’ (ref:APP/M1900/W/17/3178839), the Inspector noted the importance of landscapes such as Bengoe Field as *‘especially important as a foil to the urban settlement of Hertford’*. He referred to the field as *‘a landscape resource and visual amenity of considerable importance because of its proximity to the urban area’*. The Inspector’s view was endorsed by the then Secretary of State.



Figure 3: LGS1: Land at Bengoe Field.

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## LGS2: Former Railway Line, Lower Bengoe

- 4.7. This land runs parallel to Port Vale and has returned to nature over the last 50 years. In 2017, hundreds of people signed a petition to protect it from development and, in August 2018, a Hertfordshire County Council report (‘Planning Appraisal for dismantled Bengoe railway land, Hertford’) deemed it unsuitable for development and said it had the potential to become part of the area’s green infrastructure, with *‘locally significant gains for biodiversity’*. It could also form a wildlife corridor, augmenting the Great Molewood Green Finger, and almost joining up with the Hartham Green Finger. If it was publicly accessible, it could become part of a network of paths to make walking and cycling better and safer and create an important linking route.



Figure 4: Former Railway Line, looking east.



Figure 5: Former Railway Line, looking west.



### LGS3: Millmead Park

- 4.8. This park is adjacent to 107 homes on the Millmead Estate and is used for walking, cycling and ball games. It has two play areas and is part of the cycle route from North Road to Hartham. Dense tree planting serves as a buffer from the noise of Hertford North station and the busy Lower Bengoe roads. The River Beane runs through the park and the semi-natural areas attract a range of wildlife. The highway land next to the River Beane (adjoining Cedar Court) and the former railway embankment land adjoining Beane Road, are included in the designation to prevent encroachment from development, and to safeguard wildlife habitat.



Figure 6: LGS3: Millmead Park.

### LGS4: St. Leonard's Garden

- 4.9. This pretty public garden, close to Hartham Common, overlooks the wonderful Norman church of St. Leonard (the oldest building in Hertford). In 1948, the garden was gifted to the then Hertford Borough Council by William Gosselin Trower for the use of local people for 'exercise and recreation'. Although the garden is in the Hertford Conservation Area, designation as a Local Green Space gives it much needed additional protection. The view from the garden of St. Leonard's Church is protected through the Neighbourhood Plan. This wildlife-friendly garden has Silver Birch, Dogwood and Beech, as well as nesting boxes and bird feeders, and is a tranquil place to sit and relax.

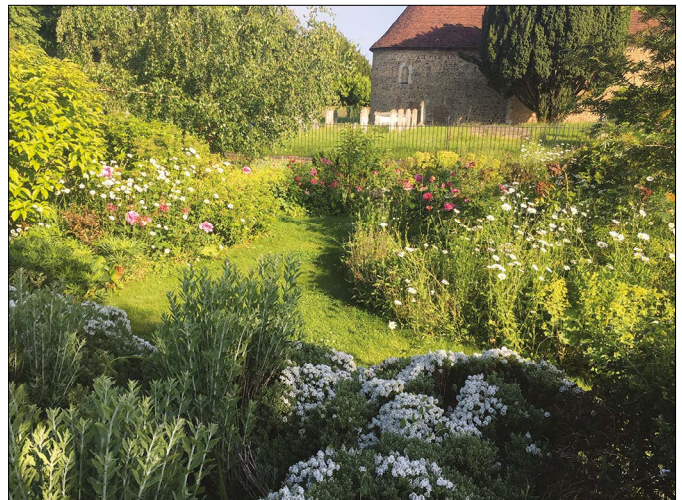


Figure 7: LGS4: St. Leonard's Garden.

### LGS5: Woodland Adjacent to the Sacombe Road Play Area

- 4.10. This pretty woodland is used regularly by residents for walking, cycling and play. It appears on the 1843 Tithe Map and is a peaceful oasis. It's inhabited by woodpeckers, bats and hedgehogs. Levels of wildlife decreased following the Buckwell's Field development and it's hoped that wildlife will be encouraged to return.



Figure 8: LGS 5: Woodland Adjacent to the Sacombe Road Play Area.



### LGS6: North Road Meadow

- 4.11. This beautiful meadow adjoins the popular Hertford Footpath 93 (part of The Hertfordshire Way) between Molewood Road and North Road. The River Beane forms the southern boundary of the meadow and the area is a wildlife haven. Some densely wooded areas help to reduce the impact of noise from North Road. Re-development has taken place nearby. Protecting the meadow through Local Green Space designation will help prevent further Green Belt encroachment. On the Title Deed, this land is referred to as 'Land at North Road'.



Figure 9: LGS6: North Road Meadow.

### LGS7: Watermill Lane Play and Recreation Area

- 4.12. This lovely recreation area is highly valued by residents. It's used extensively and many residents enjoy its tranquil surroundings. There are semi-natural areas within the park and owls, hawks and Red Kites visit regularly. Since its regeneration in the 1970s, many trees and shrubs have matured. This wonderful park has been cared for by residents and should be protected from development.



Figure 10: LGS 7: Watermill Lane Play and Recreation Area.

### LGS8: Port Vale Wildlife Garden

- 4.13. This wildlife garden, near the Port Vale scout hut, is sandwiched between two houses and is adjacent to the busy Lower Bengoe roads. It's a little haven of trees, shrubs and perennials, attracting birds and pollinating insects. There's a pond for frogs, wood piles for ground insects, and a compost system for recycling. It's admired by residents and is a good model for other wildlife gardens. Local Green Space designation gives it additional protection from development.



Figure 11: LGS8: Port Vale Wildlife Garden.

### Naturalistic Planting Areas

- 4.14. A community garden and wildflower meadow areas were popular options in the Neighbourhood Plan survey, and advice was sought from the Herts and Middlesex Wildlife Trust on suitable locations and conditions for meadow planting. We will seek to increase areas of naturalistic planting throughout the Ward and, in 2019, the inclusion of wildflower areas in the HERT4, Hartham Leisure Centre and Hartham Play Area planning applications was endorsed by the Neighbourhood Plan.
- 4.15. A community garden, like St. Leonard's Garden, with its bug hotel, bird feeders, composting boxes and water butt, is one we are keen to emulate. We are proposing that the plot on the corner of Tower Street and Duncombe Road (owned by East Herts District Council) is landscaped into a community garden with seating and wildlife-friendly planting. The proposal received almost 100% approval at the March 2019 exhibition and comments on it included: *'Great use of this unused space'* and *'Excellent initiative'*. Support for a community garden is included in the Action Plan.

### Views

- 4.16. Protecting special views from inappropriate development, particularly in the rural areas at the northern end of the Ward, will help preserve its character and aesthetic appeal. The impact of mineral workings on the local landscape is highlighted in Hertfordshire County Council's Landscape Character Assessment for the Lower Rib Valley. One of its recommendations is *'resist the targeting of redundant or derelict pasture for development'*. The National Planning Policy Framework states that *'planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'* and should *'allocate land with the least environmental or amenity value, where consistent with other policies in this Framework'*. Landscape Character Areas (LCAs) are 'unique individual geographical areas in which landscape types occur.' Five LCAs intersect with the Neighbourhood Plan area: Lower Beane Valley, Lower Rib Valley, Stoneyhills, Ware Parklands, and the Kingsmead and Hartham Floodplain. Appendix C provides more detail on the LCA locations.
- 4.17. Eight special views have been identified for protection and, at the consultation in March 2019, over 98% of those responding agreed with the proposal to protect these views from the impact of development. Each view is identified on the Policies Map in Appendix A and also on the Views Map in Appendix D.



### Policy HBN2: Important Views

The following views, as shown in Appendix D, are designated Important Views. If a Landscape and Visual Impact Assessment and/or a Landscape Sensitivity and Capacity Assessment, as required by Policy DES2 of the East Herts District Plan, reveals a harmful impact on those views as a result of the proposal, the development will only be permitted where appropriate mitigation measures can be delivered.

**View 1:** Three Lakes towards west Bengoe.

**View 2:** North from Bengoe Field towards 'The Lonely Oak'.

**View 3:** Bengoe Field towards Ware Park Manor.

**View 4:** Watermill Lane North towards Ware Park Manor.

**View 5:** Beane Marshes towards Molewood from Beane Road bridge.

**View 6:** St. Leonard's Church from St. Leonard's Garden.

**View 7:** Hartham Common towards Port Hill.

**View 8:** Hartham Common towards The Warren.

### View 1: Three Lakes towards west Bengoe

- 4.18. This view captures the wonderful rural nature of the area. Views of the lakes, fields and trees give a sense of tranquillity and wellbeing. The landscape is undulating, and Red Kites can be seen hunting in the skyline. Although houses are visible, the volume is not enough to detract from the rural feel.



Figure 12: View 1: Three Lakes towards west Bengoe.



### View 2: North from Bengoe Field towards ‘The Lonely Oak’

- 4.19. The Stoney Hills landscape character is clearly seen in this view. There are two distinct waves in the field caused by the underlying gravel. Just over the rim of the hill, on the far side of the oak tree, lies the ancient St. John’s Wood. As the only agricultural land within easy access of the Molewood Estate, this view is not only iconic of Bengoe, but much enjoyed by local people. The land is part of the Green Belt and the subsoil of the pathway running through it has been registered as an Asset of Community Value.

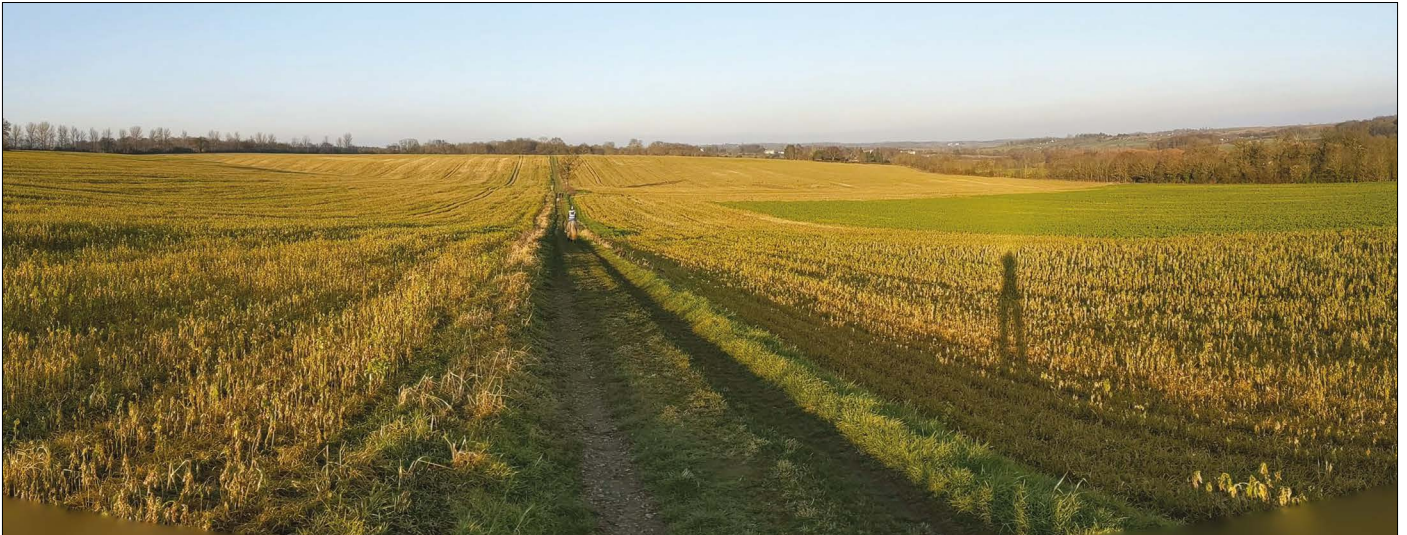


Figure 13: View 2: North from Bengoe Field towards ‘The Lonely Oak’.

### View 3: From Bengoe Field towards Ware Park Manor

- 4.20. The panorama to the east reveals Hertfordshire’s rolling countryside, while a manor house is seen nestling on the opposite side of the valley. The partly wooded valley on the other side of the River Rib provides a stunning vista in all seasons and is a popular view with walkers and local people. Byway 1 is a Public Right of Way from Bengoe to Chapmore End and is a very well-used path, popular with walkers, joggers and equestrians. It’s common to see skylark, deer and brown hare on this Green Belt land.

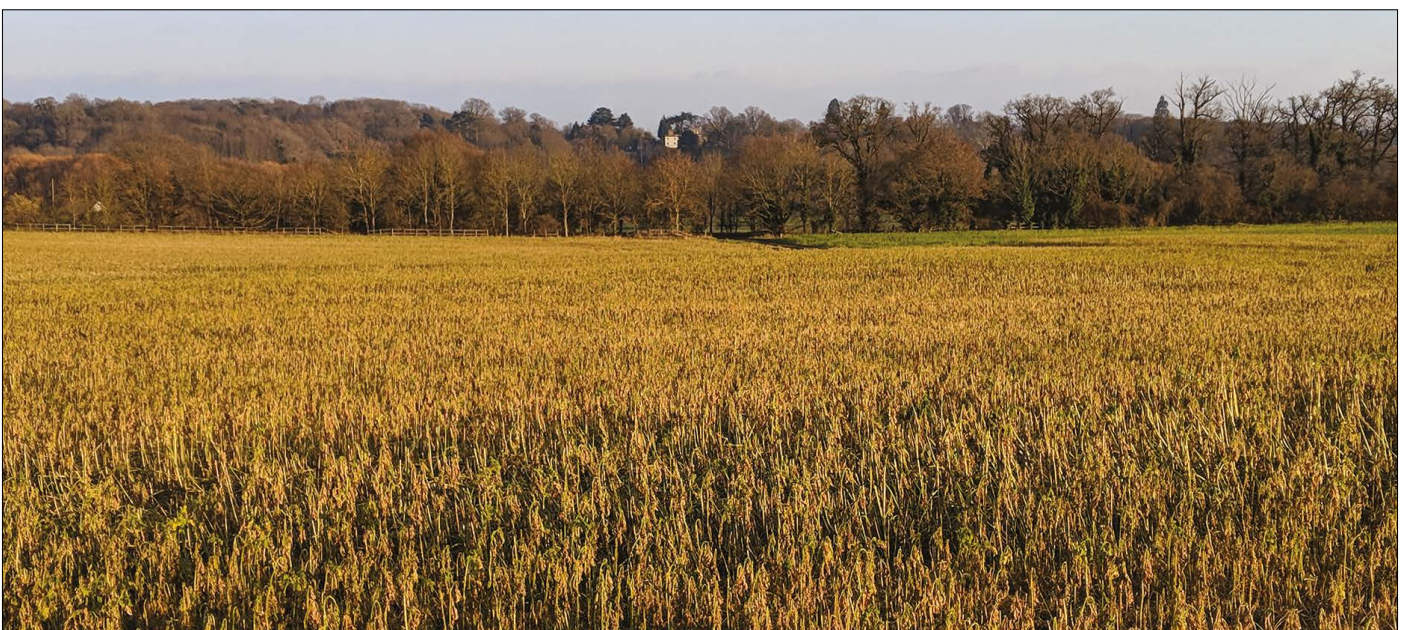


Figure 14: View 3: Bengoe Field towards Ware Park Manor.



### View 4: From Watermill Lane North towards Ware Park Manor

- 4.21. The public footpath to the south of Watermill Lane North commands a spectacular view of Ware Park Manor, across the River Rib. The river course can easily be seen, together with the parklands, and lush woodland surrounds the Manor, stretching over the brow of the hill towards Ware. Ware Park is of considerable local historic interest, including ancient hornbeam, oak and lime pollards, and earth works relating to the early deer park and later ornamental park. The floodplain running along the River Rib is also plainly visible. The area is alive with the sound of birds and is a haven for wildlife. Ware Park Manor is privately owned therefore this view gives the public a glimpse of a building that is otherwise difficult to access. This farmland, to the north of the public footpath on Watermill Lane, is unsuitable for development due to the open, unspoiled views.



Figure 15: View 4: From Watermill Lane North towards Ware Park Manor.

### View 5: Beane Marshes looking towards Molewood from Beane Road bridge

- 4.22. The panorama to the north and northeast takes in the River Beane and its floodplain, a rare example of a naturalised water meadow that has significant amenity and biodiversity value and provides a strong landscape setting for Bengoe's historic settlement on the hill. Some perimeter trees along Beane Road have been cut down, to the detriment of the amenity value of this space, but it is still an important, locally tranquil area of green space, providing essential wildlife habitat. Parts of Beane Marshes are owned and managed by the Herts and Middlesex Wildlife Trust.

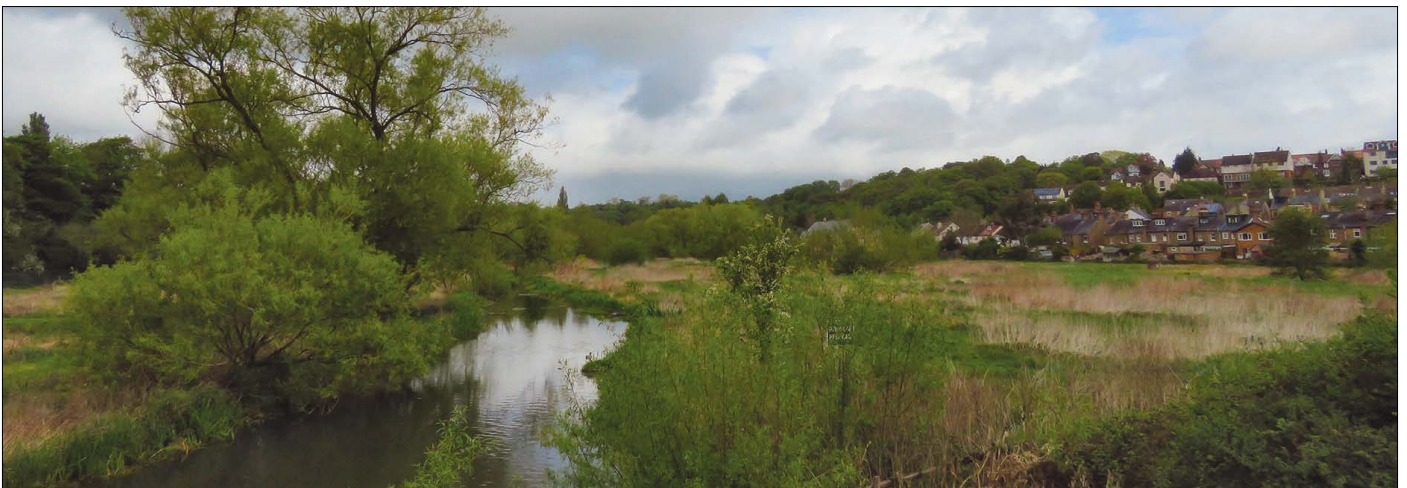


Figure 16: View 5: Beane Marshes from Beane Road bridge.



### View 6: St. Leonard's Church from St. Leonard's Garden

- 4.23. This view of the iconic Norman Church of St. Leonard was taken from one of the benches in St. Leonard's Garden. The church is the oldest building in Hertford. If St. Leonard's Garden (which is designated as a Local Green Space in Policy HBN1) were developed, this wonderful view of the church would be lost to the public and should be preserved in perpetuity. The Action Plan includes a proposal for wayfinding signs from Hertford town centre towards St. Leonard's Church.



Figure 17: View 6: St. Leonard's Church from St. Leonard's Garden.

### View 7: Hartham Common towards Port Hill

- 4.24. This view across the Common towards Port Hill is primarily one of densely planted mature trees, uninterrupted by high-rise buildings. It gives a sense of history to the setting and conveys the character and history of the area. The woods and Common are home to many different species of wildlife and this Green Finger helps the area not to feel over-developed. These beautiful trees change colour with the season, and the view is appreciated by residents and visitors as they walk or cycle through the Common.



Figure 18: View 7: Hartham Common towards Port Hill.



## View 8: Hartham Common towards The Warren

- 4.25. The view looking north (north-east through north-west) from Hartham Common has a predominantly natural horizon formed by trees in The Warren. This pleasant aspect enhances the feeling of openness of the Hartham Common Green Finger and adds value to this open space. In recent years, development in Warren Park Road and Danesbury Park has had a negative impact on the view from Hartham, reducing the natural openness. An increased number of structures, including homes, and the covering of the all-weather sports facility at Duncombe School, are now visible through the trees. The impact is lessened when the trees are in leaf but, in winter, the man-made structures are more prominent.



Figure 19: View 8: Hartham Common towards The Warren.

- 4.26. To preserve the positive aspects of the view north, including that of the bellcote of St. Leonard's Church (just visible in Figure 20), a significant feature of the local landscape since Norman times, future development should not exceed the total height of any pre-existing structure/s they replace or complement, nor of the trees forming the skyline when seen from Hartham. No future development should be permitted to prevent the view of the bellcote seen from Hartham or 'St. Leonard's Meadows'.

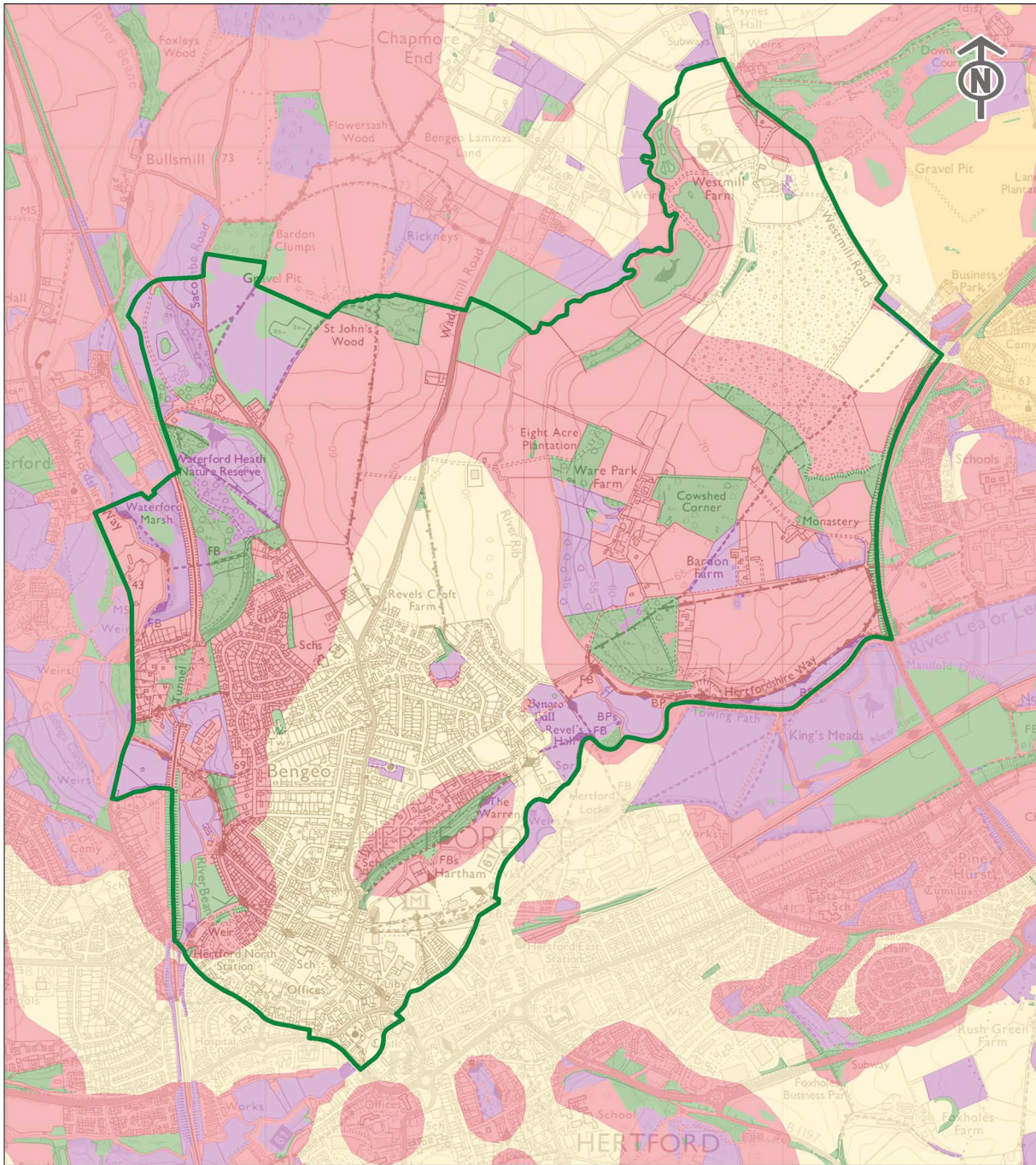


Figure 20: View towards St. Leonard's Church from Hartham Common.

### Nature Conservation

- 4.27. Hertford Bengoe Ward has several areas that are protected through East Herts District Plan Policy NE1 International, National and Locally Designated Nature Conservation Sites, because of their nature conservation value. These include the flood meadows alongside Beane Road, parts of the River Beane, the River Lea and the River Rib adjacent to Hartham Common, Great Molewood, and the Waterford Heath Local Nature Reserve. Strong support was shown in the Neighbourhood Plan survey for protecting sites of nature conservation value and existing protections should be maintained.
- 4.28. Maintaining isolated protected areas is not enough to halt and reverse continuing declines in nature's diversity and abundance. The Lawton Review highlighted the need for a 'step change' in approach, involving ecological restoration and re-creation on a landscape scale, as opposed to smaller, fragmented, interventions, to give biodiversity a boost and increase ecosystem resilience to climate change and other pressures. The 2019 [IPBES global assessment report on biodiversity and ecosystem services](#) highlights land-use change as one of the most important drivers of biodiversity loss. The report warns that *'The health of ecosystems on which we and all other species depend is deteriorating more rapidly than ever. We are eroding the very foundations of our economies, livelihoods, food security, health and quality of life worldwide.'*
- 4.29. The Lower Beane Valley is recognised as a High Biodiversity Area for its wetlands and woodlands and the Lower Beane river valley in Waterford Marsh and Bengoe Meads is described in Hertfordshire County Council's 'Local Character Assessment' as *'the best example of wetlands in Central Hertfordshire'*. Hertfordshire's Environmental Records Centre (HERC) Ecological Network Mapping is a key evidence base document, identifying how our habitats are spatially related to each other, and where the highest priorities are for expanding them and linking them together. This strategic approach ensures that efforts can be targeted to where they are of the most potential benefit. The map in Figure 21 indicates clusters of high value habitats (green) and high priority areas for ecological restoration (purple) along the River Beane valley, and along the Lea and Rib river valleys.
- 4.30. These areas should be managed sensitively for biodiversity and be the focus of strategic restoration initiatives to increase biodiversity levels and ecological network connectivity. Biodiversity offsetting contributions from developments within or closest to the Plan Area should be invested in projects in these areas, or in other high priority areas identified in the HERC Ecological Network Mapping. The Neighbourhood Plan would strongly support local designation of these areas as [Nature Improvement Areas](#), in accordance with District Plan Policy NE4.
- 4.31. The District Plan notes the importance of taking opportunities to enhance biodiversity whenever possible, especially in urban areas, as this can *'contribute significantly to the success of the wider ecological network'*. This Neighbourhood Plan strongly supports any initiatives to enhance biodiversity within the built environment, including the aim to create a community garden on the corner of Duncombe Road and Tower Street. The Former Railway Line in Lower Bengoe is a green corridor, recognised as having the potential to offer significant biodiversity gains. Any project to enhance and manage biodiversity on this site, and open up public access, will be strongly supported.



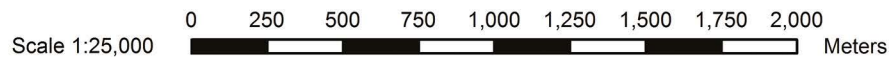


**Ecological Networks**

- Existing S41 NERC Act habitat
- Existing habitat not currently qualifying under S41 NERC Act
- No known habitats present (high priority for habitat creation)
- No known habitats present (lower priority for habitat creation)
- No known habitats present (medium priority for habitat creation)

Bengoe Neighbourhood Plan Area

Environmental Networks data courtesy of Herts Environmental Records Centre, hosted by Herts and Middlesex Wildlife Trust, a registered charity (No 239863) and company (No 816710).



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Figure 21: Herts Environmental Records Centre (HERC) Environment Networks.



### Policy HBN3: Nature Conservation

I. If development is unavoidable in the areas coloured purple on the Hertfordshire Environmental Records Centre (HERC) Ecological Network Mapping for the Neighbourhood Plan Area (as shown in Figure 21) it must deliver net biodiversity gains (in accordance with the latest version of Defra's Biodiversity Impact Calculator) and contribute towards enhancing ecological connectivity (in accordance with the HERC mapping).

II. Proposals to create new natural areas and wildlife habitats, or to expand or enhance existing provision, will be supported.

III. Replacement of trees with native species, in suitable locations, will be encouraged where the development results in the unavoidable loss of trees on the site.

### Air Quality

- 4.32. Local Authorities are responsible for monitoring air quality to meet the requirements of the UK Air Quality Strategy. Three areas within East Hertfordshire have been declared as Air Quality Management Areas (AQMAs). One of these is the Gascoyne Way AQMA which includes St. Andrew Street, North Road (A119), Old Cross and the Hertford Castle Gardens play area. The Hertford Town Centre Urban Design Strategy proposes a possible relocation of this play area, further from Gascoyne Way, to reduce the negative impact of poor air quality on park users. We would support this relocation within the Castle grounds. The Gascoyne Way AQMA is indicated in Figure 22.

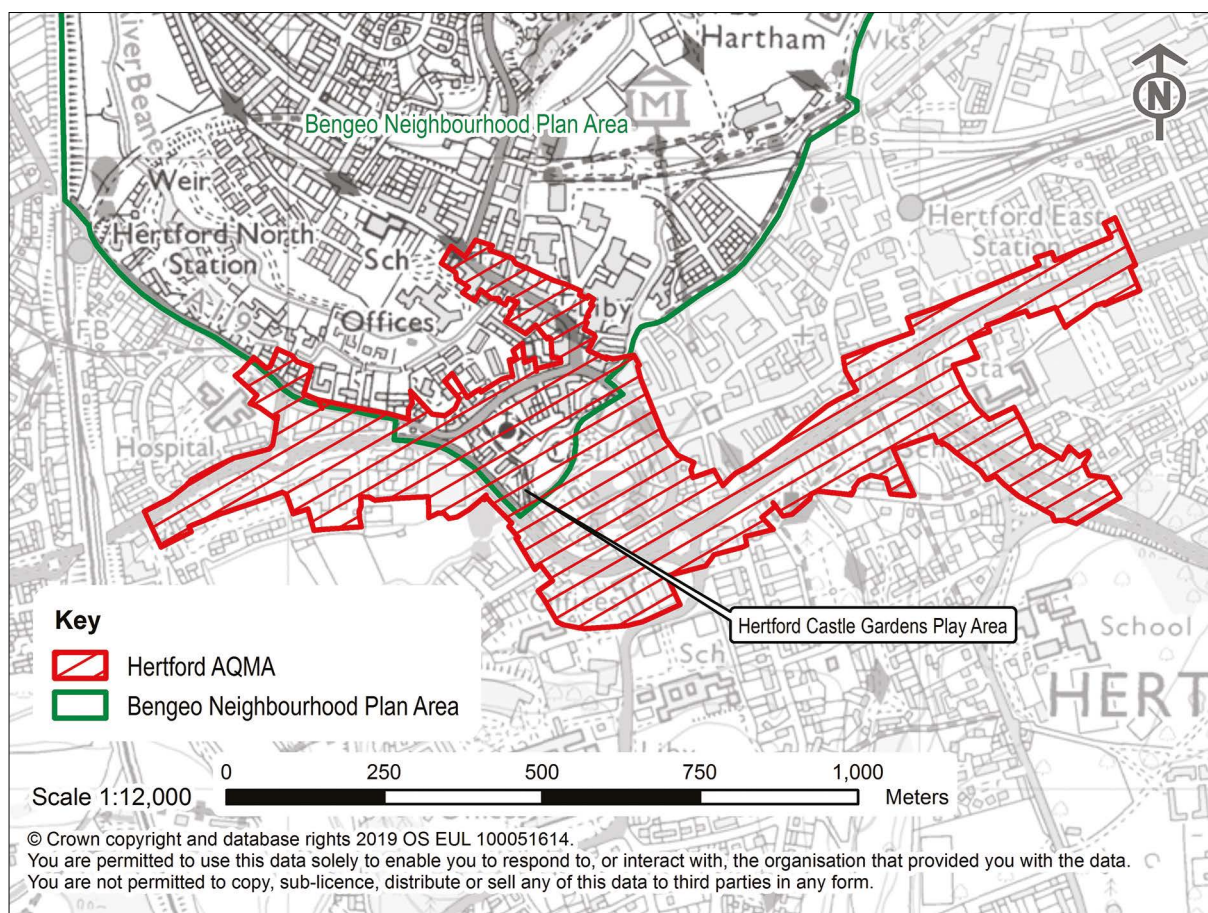


Figure 22: Gascoyne Way Air Quality Management Area.



- 4.33. Policy EQ4 in the District Plan requires developers to take account of the Council's latest Air Quality Action Plan, local Air Quality Strategies, Local Transport Plans, and national air quality guidance. Where adequate mitigation cannot be provided, development will not normally be permitted. Sustainable travel options that encourage reduced car use for shorter journeys are central to this Plan. Representations have been made by the Neighbourhood Plan Steering Group to local transport consultations in support of active travel initiatives. Achieving a sustainable travel route on the former railway line in Lower Bengoe, which is adjacent to some of the most traffic-congested roads, could contribute to the wider strategy of reducing car use.
- 4.34. 'School-gate' congestion is a significant concern locally, not only because of the additional pressure placed on local roads, but also because of engines left idling. Development proposals should encourage and facilitate active travel to and from schools to reduce unnecessary car use wherever possible.

### Policy HBN4: Improving Air Quality

- I. Development within the Gascoyne Way 'Air Quality Management Area' should minimise and mitigate any increase in air pollution.
- II. Where appropriate, development proposals should support the creation, improvement and extension of foot and cycle path connectivity, particularly to key services such as train stations, local employment, health care, and retail and leisure services throughout the Neighbourhood Plan Area.
- III. Proposals to relocate the Hertford Castle Gardens children's play area to an alternative location within Hertford Castle Gardens will be supported. Relocation away from the A414 boundary will help to reduce the negative impact of poor air quality on play area users.
- IV. S106 contributions towards the funding of 'Turn-off engine' signs outside schools, shops and other waiting areas throughout the Neighbourhood Plan Area will be encouraged where the development is likely to increase waiting traffic in such locations.

### Community Assets

- 4.35. In Hertford Bengoe Ward, more than 40 venues are used for a broad range of recreational and community activities. Church and school halls, community huts, social clubs, pubs, playing fields and allotments are all utilised and valued. If people can travel to facilities and activities without using their car, it reduces the impact on local roads, so it's important that development does not result in the loss of community buildings or facilities.
- 4.36. Good access to local facilities brings people together, builds social cohesion, and promotes wellbeing. In the Neighbourhood Plan survey 255 respondents wanted to see a community allotment in Hertford Bengoe, with 223 respondents supporting an allotment space with an allotment shop. Allotments allow for the meeting of like-minded people, provide good exercise, and also provide a refuge for wildlife. Folly Island Allotments and Bengoe Allotments are much valued by the local community and are included on the list of community facilities in Appendix E.
- 4.37. During consultation, residents were asked about the community buildings and facilities they valued. Although all community facilities are important, through a process of evaluation, three buildings and two allotments sites were identified as suitable for registration as 'Assets of Community Value'. Through the rights and powers conferred on communities by the Localism Act, land or facilities can be registered as Assets of Community Value (ACV). Registered ACVs remain on the [East Herts Council Assets of Community Value Register](#) for up to 5 years. If, during that time, the facility's owner decides to sell, they must notify EHDC and the community will have an opportunity to raise purchase funds.

- 4.38. Unless they are no longer needed, community facilities should be protected from development that may harm the function of the facility, and, where gaps in provision are identified, community facilities should be enhanced. The only GP services in the Ward are in St. Andrew Street. Residents living at the northern end of the Ward, with serious health conditions or mobility constraints, would benefit from more accessible health services. In the Neighbourhood Plan survey, 85% of respondents supported the provision of GP services as part of new development. Better facilities for young people have also been suggested during consultation and both will be encouraged through S106 contributions.

### Policy HBC1: Enhanced Community Facilities

I. Existing community facilities, as listed in Appendix E, should be retained and protected. Loss of facilities will only be acceptable where alternative provision is of a scale and standard equivalent to, or superior to, the existing facilities. Alternative provision should be provided within walking or cycling distance of the existing facility.

II. Proposals to improve or enhance community facilities will be supported when they improve the range, quality, suitability and accessibility of facilities for residents, and when the benefits of development outweigh any disadvantages. Contributions towards enhanced youth facilities and accessible GP services, collected pursuant to Policy CFLR7 in the District Plan, will be welcomed to address any shortfall in the existing provision within the Plan Area, which would be exacerbated as a result of the development.

- 4.39. Residents expressed a wish for young people to be involved in the Neighbourhood Plan consultation process. Key Stage 2 children at Mill Mead and Bengeo Primary schools completed a survey in which they were asked about housing; walking and cycling, public transport, pollution; sport and activities; parks and green spaces.
- 4.40. 110 forms were returned from the children. They said they wanted better maintenance of parks and liked the idea of a splash park, something many people would be keen to see on Hartham Common. A summary of outcomes from the children's survey is in Figures 23 and 24. The [Hartham Common Greenspace Action Plan](#) (GAP) sets out the programme of maintenance and upgrades to Hartham up to 2023. The Plan includes an objective to *'develop the play facilities to provide an exciting, challenging and unique experience for all age groups that befits a destination park'* and also states that it will *'explore, develop and implement proposals for a new leisure space on the old pitch and putt site'*. The Neighbourhood Plan supported the 2019 planning application for the refurbishment of the Hartham Common Play Area to significantly update and improve play facilities. The Plan also endorsed the proposed enhanced community facilities in the 2019 Hartham Leisure Centre planning application, including the proposed provision of a soft play area.



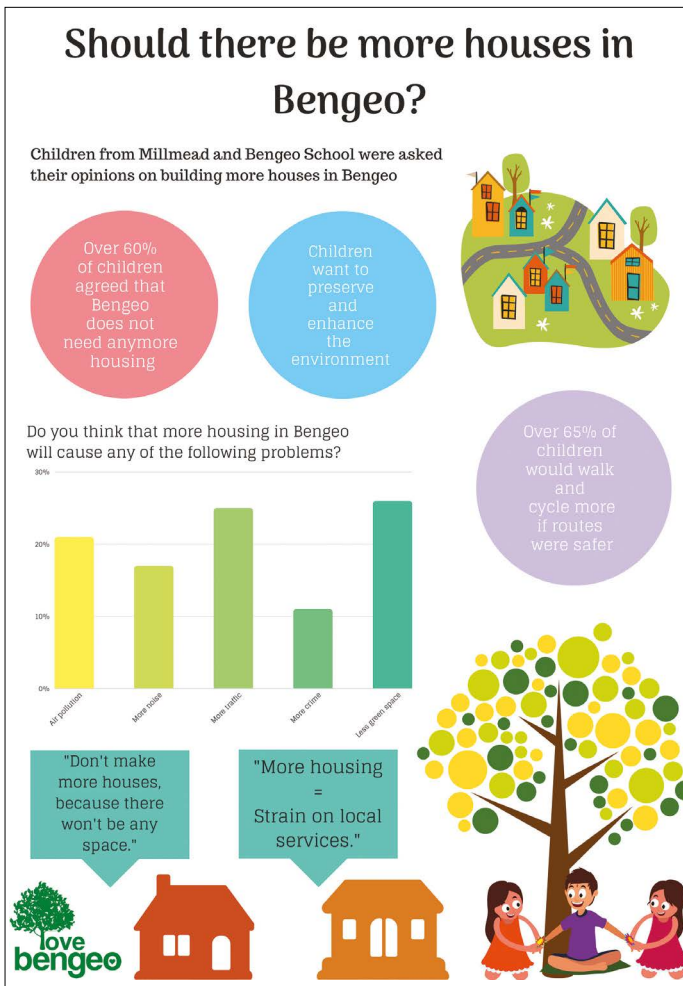


Figure 23: Children's Survey Part I.

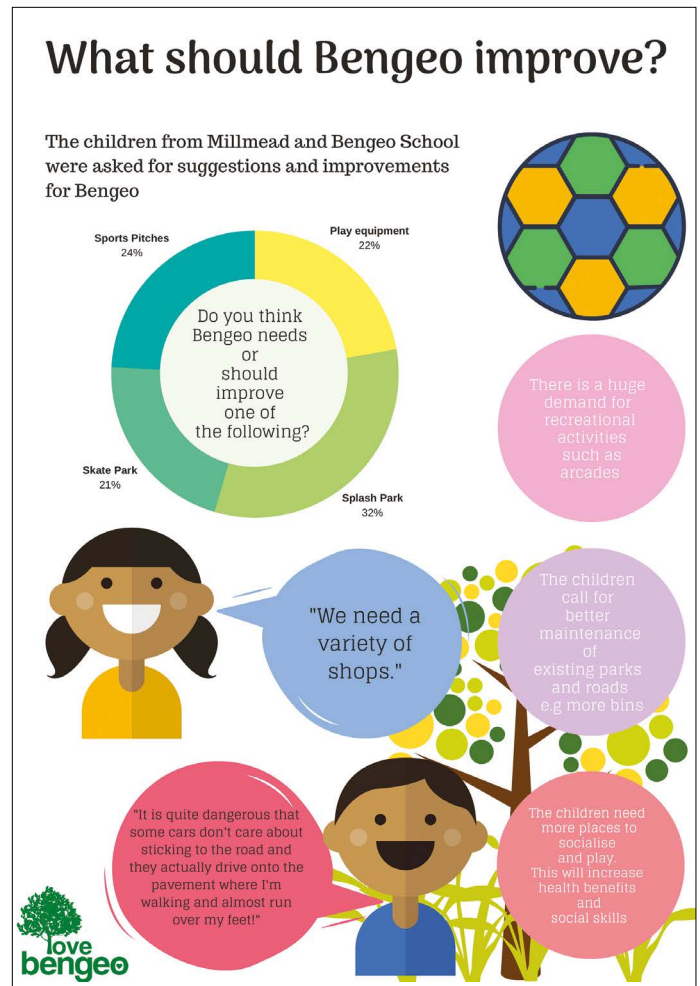


Figure 24: Children's Survey Part II.

- 4.41. There are six formally identified play and recreation areas in the Neighbourhood Plan Area: Hertford Castle Gardens, Hartham Common, Millmead Park, Sacombe Road, Watermill Lane and Bengoe Recreation Ground (also known as the New Road Sports Ground). They're afforded protection from development through District Plan Policy CFLR1 Open Space, Sport and Recreation. Sport England oversee applications to the [Community Asset Fund](#) through which communities can apply for funds to improve their outdoor sport and fitness areas. If a suitable project is identified, funding will be explored.
- 4.42. The Neighbourhood Plan Area would benefit from a youth club or similar facility for young people and this will be explored if funding provision is available. Initiatives working with schools and [YC Hertfordshire](#) will also be encouraged. There have been incidents of anti-social behaviour in local parks and any initiatives to ensure our parks and recreation areas are safe and welcoming will be welcomed.

### Heritage Assets

- 4.43. There are at least one hundred listed buildings and structures in the Plan Area including the former Hertford Library, St. Andrew's Church, and the 15th century Old Verger's House (the oldest surviving domestic building in Hertford). A listed building or structure is added to the [National Heritage List](#) for England because of its special architectural or historic interest.



Figure 25: Former Hertford Library.

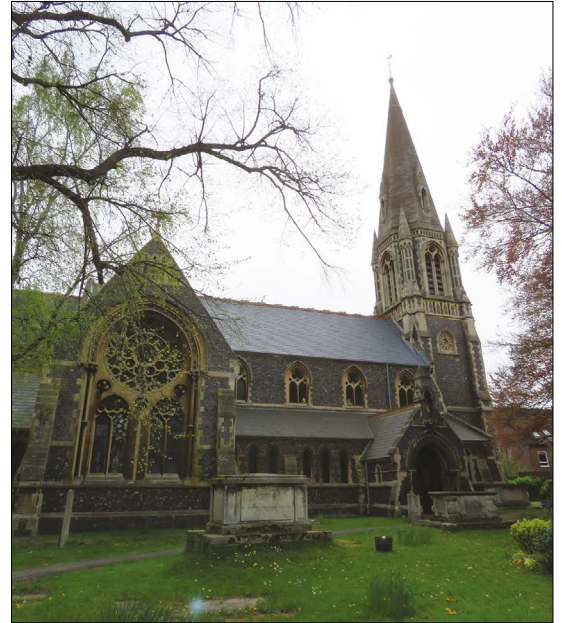


Figure 26: St. Andrew's Church.



Figure 27: The Old Verger's House.



- 4.44. Many of the listed buildings in the Plan Area are in the St. Andrew Quarter of Hertford, one of six distinct town centre ‘Quarters’ identified in the [Hertford Town Centre Urban Design Strategy \(HUDS\)](#). The map in Figure 28 shows the area covered by the St. Andrew Quarter. The HUDS includes a core objective to promote the identity of the town centre by making the most of its historic assets and street pattern. Given the substantial volume of listed assets in the Plan Area, it’s important that full account is taken of their value to the community and to future generations when development takes place.

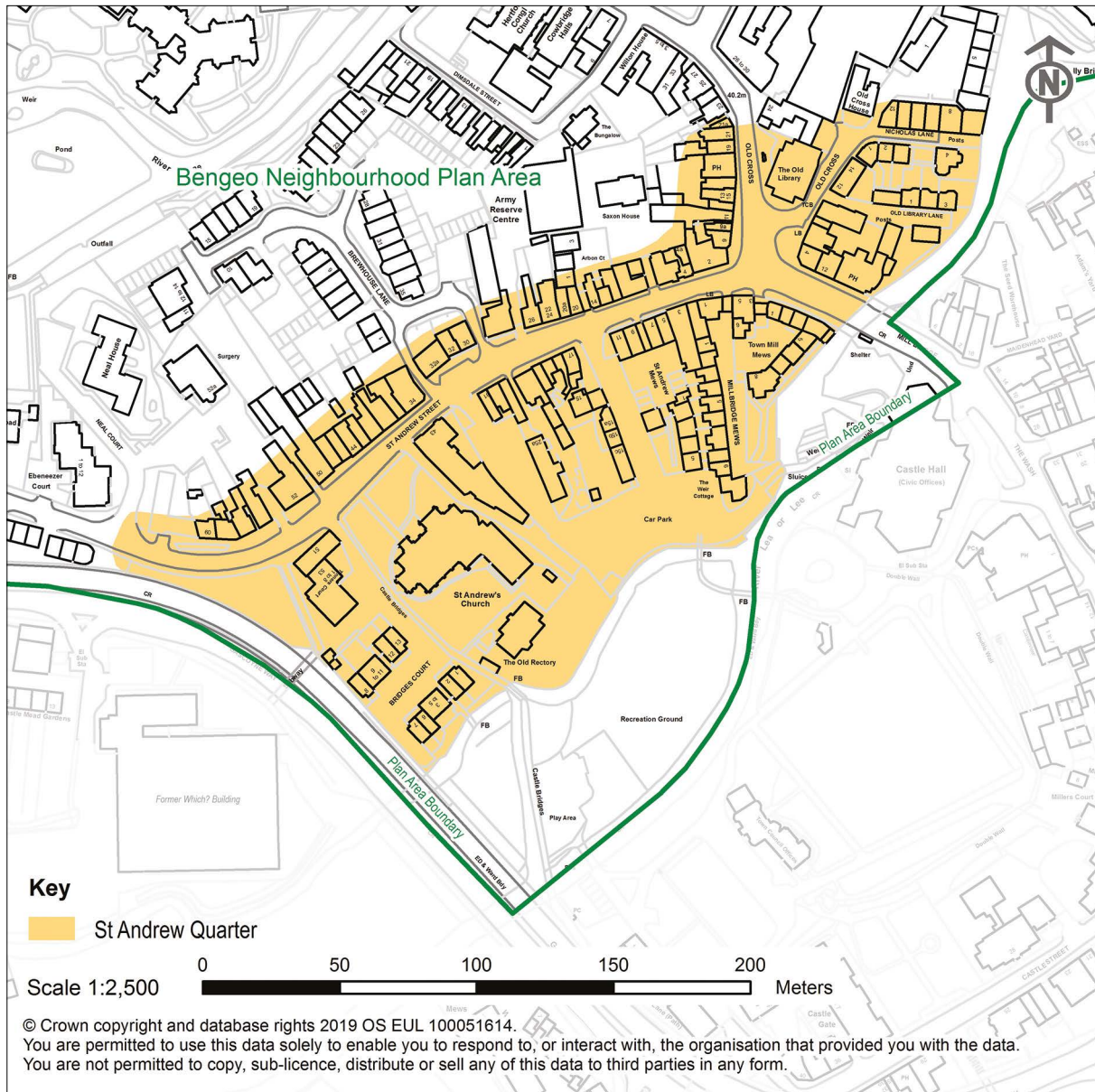


Figure 28: St. Andrew Quarter.

- 4.45. District Plan Policy HA1: Designated Heritage Assets (II) says ‘Development proposals that would lead to substantial harm to the significance of a designated heritage asset will not be permitted unless it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Less than substantial harm should be weighed against the public benefits of the proposal’.
- 4.46. Some listed buildings have lain empty for a considerable time, including the former motorcycle shop on Cowbridge and the empty premises on St. Andrew Street that previously operated as an audio shop. Historic England’s Guidance ‘Vacant Historic Buildings: Guidelines on Managing Risks’ says that historic buildings that are left vacant are ‘at a greatly increased risk of damage and decay, as well as being a potential blight on their locality’.

### Policy HBC2: Listed Buildings and Structures

I. Development proposals which affect designated heritage assets in the Neighbourhood Plan Area, including listed buildings and structures, will be permitted provided that they preserve or enhance the significance of the asset and its setting.

II. A statement setting out any adverse impacts on the asset and its setting, along with any proposed mitigation measures, will be required.

III. Proposals to bring empty listed buildings back into appropriate use, in line with Historic England's guidelines, will be supported when the benefits of development outweigh the disadvantages.

IV. Proposals for the development or re-development of listed buildings will be supported when they meet identified housing, community or business need and when they are consistent with other policies in the Neighbourhood Plan.

- 4.47. The Hertford Conservation Area Appraisal and Management Plan identifies a considerable number of non-listed buildings and structures that *'make an important architectural or historic contribution to the conservation area'* including some in Dimsdale Street, Cowbridge, Bengoe Street, Port Hill and many of the Lower Bengoe Roads. Folly Island, which became an island when a millstream (now the Lea Navigation) was dug through in the 11th century, is described as being *'overall a most delightful area and one worthy of careful protection'*.



Figure 29: Thornton Street, Folly Island.

- 4.48. In the Neighbourhood Plan survey, almost three quarters of respondents were in favour of giving protection to Bengoe Water Tower, though there are divergent views on its architectural merit. There are many buildings and structures that aren't listed but are of sufficient historical or architectural interest to be worthy of a sympathetic approach should development proposals be submitted. Ten of these are included in Policy HBN3: Non-designated Buildings and Structures and more information on each is in Appendix F.



## Policy HBC3: Non-designated Buildings and Structures

I. Ten non-listed buildings and structures have been identified as having local historic or architectural importance.

1. Bengo Parish Church Hall.
2. Bengo Water Tower.
3. Castle Joinery.
4. The Old British School (also known as Cowbridge School).
5. Duncombe School.
6. Lodge Close wall.
7. The Greyhound Public House.
8. The Old Barge Public House.
9. Gates to The Warren and Hartham Common, Port Hill.
10. Nos. 38-40 Port Hill.

II. Development proposals which affect these, and other non-designated heritage assets, will be permitted provided that the scale of any harm or loss is balanced against the significance of the asset.

## Cultural Facilities in the Plan Area

- 4.49. Cultural facilities within the Plan Area include Courtyard Arts in Port Vale, the Company of Players Theatre in Balfour Street, the Hertford Arts Hub in Hartham Lane and Hertford Theatre (the majority of which falls within Castle Ward).
- 4.50. The Hertford Arts Hub, within the Old Hertford Brewery, is a gallery space and not-for-profit arts organisation. Their website [www.hertfordartshub.org](http://www.hertfordartshub.org) refers to 'concept plans to convert the Old Hertford Brewery and Old British School into a high-quality public gallery.' During the Neighbourhood Plan consultation process, the majority of residents who responded to questions about a possible expansion of the Hertford Arts Hub, were supportive of the proposal.
- 4.51. The locations proposed by the Hertford Arts Hub for their expansion are adjacent to Cowbridge, which is in the Gascoyne Way Air Quality Management Area. It's vital that any development proposals do not exacerbate poor air quality levels. A 'joined up' approach, incorporating reduced traffic volumes, an active modal shift towards walking and cycling, facilitated by better connected foot and cycle paths, and the provision of adequate and secure cycle parking, should all be components of development within this area.



Figure 30: The Old Hertford Brewery.



Figure 31: The Old British School.

## Neighbourhood Plan Policies (continued)

- 4.52. Proposals to improve or increase cultural facilities within the Plan Area, and to promote parts of the area as a regional cultural centre, will be supported where consideration is given to the amenity of nearby residents, where the benefits to the community outweigh any disadvantages, and when the proposals are consistent with Neighbourhood Plan policies.

### Policy HBC4: Cultural Facilities

Proposals for the development or expansion of cultural facilities will be supported, subject to compliance with other relevant policies in the development plan.

## Sustainable Travel

- 4.53. National, County, and District Plans place a strong emphasis on reducing car use and increasing more sustainable modes of travel. This Plan echoes the transport hierarchy in local plans and seeks to improve conditions for pedestrians and cyclists so that more of us feel safer when walking or cycling. Development throughout East Hertfordshire will put additional pressure on the transport network and on locally congested roads. Nearly 1,000 new homes are scheduled for development in Hertford up to 2033, and, throughout East Hertfordshire, around 18,500 new homes are planned. Only a small number of these are scheduled for development in Hertford Bengoe (HERT4), but traffic on local roads is not restricted to local residents.
- 4.54. Latest available data shows that vehicle availability per household in Hertford Bengoe Ward was broadly similar to the whole of Hertfordshire, with a smaller proportion of households having three or more vehicles in comparison to the rest of East Hertfordshire District and Hertfordshire County.

<b>Car or van availability in households: 2011 census (%)</b>			
	<b>Hertford Bengoe Ward</b>	<b>East Hertfordshire District</b>	<b>Hertfordshire County</b>
No cars/vans in household	14.65	12.77	16.93
One car/van in household	46.36	40.80	42.16
Two cars/vans in household	31.13	34.61	30.89
Three cars/vans in household	5.66	8.37	7.23
Four or more cars/vans in household	2.20	3.45	2.79
At least one car/van in household	85.35	87.23	83.07
Cars/vans per household	1.35	1.51	1.38

Source: Office for National Statistics, 2011 Census, Table KS404EW.

- 4.55. Given the proximity to two rail stations, it's unsurprising that the Ward has a higher proportion of people who travel to work by train, in comparison to the rest of Hertfordshire, but, in common with the rest of the County, the largest number of people drive to work. In the 2011 census (Table QS702EW) around a third of residents (aged 16-74 in employment) travelled less than 10km to work and approximately 12.5% worked at or mainly from home.



Method of travel to work: people aged 16-74 in employment. 2011 census			
	Hertford Bengeo Ward	East Hertfordshire	Hertfordshire
People aged 16-74	5347	100093	806213
Work at or from home	487	8869	64336
Underground, metro, light rail, tram	26	553	12775
Train	769	9367	62877
Bus, mini bus, coach	52	1324	17631
Taxi	10	242	2389
Motorcycle, scooter, moped	22	406	3917
Driving a car or van	1977	41922	319347
Passenger in a car or van	100	2494	22594
Bicycle	70	896	9122
On foot	371	5917	47983

Source: Office for National Statistics, 2011 Census. Table QS703EW.

4.56. Concern about local travel conditions generated more feedback during consultation than any other issue. At the Policy exhibition in March 2019, more than a third of comments were about congestion, dangerous parking, commuter parking, speeding, school-gate congestion, and, particularly, the strain on the Lower Bengeo roads which are used by many people as a 'cut through'. Every day, hundreds of cars ignore the 'Except for Access' and 'No Right Turn' (Monday - Friday 7.30am - 9.30am except cycles) restrictions onto these roads, primarily north to south in the morning peak and south to north in the evening rush hour.



Figure 32: Beane Road.



Figure 33: Cross Road.



Figure 34: Bengeo Street.

4.57. Traffic-calming measures have been achieved by the Molewood and Lower Bengeo Residents' Associations, but the current situation can only be described as unsustainable. It's essential that development proposals demonstrate how the impact of more vehicles on congested roads will be mitigated, and any initiatives to tackle the current traffic crisis will be strongly supported.

- 4.58. The urban environment envisaged by the Neighbourhood Plan requires supportive highway measures that give priority to pedestrians and cyclists on all roads that are essentially residential, whether designated A, B or C roads or not. The highways environment needs to encourage walking to school, to the shops, and, indeed, walking and cycling for most local journeys. The Neighbourhood Plan will support traffic calming measures, including, but not restricted to:
- a 20 MPH speed limit on Bengoe Street
  - a 20 MPH speed limit on Sacombe Road from the Wadesmill Road/Sacombe Road mini roundabout up to The Wick
  - increased compliance with, and enforcement of, access restrictions.

### Policy HBT1: Traffic Congestion and Road Safety

I. Transport assessments for developments that will generate significant amounts of transport movement should demonstrate predicted levels of generated vehicular traffic, and the impact of this on traffic congestion. Solutions should not only mitigate impact but, where possible, improve congestion and road and pavement safety, particularly for pedestrians and cyclists.

II. Development proposals that include sustainable measures such as car club provision and the installation of electric car charging points will be supported if they are consistent with other Policies in this Plan.

III. Development proposals for new schools or school extensions which will result in an increase in the capacity of the school, should include school travel plans that promote sustainable transport choices and reduce school-gate congestion. Community involvement in the management of travel plans will be encouraged.

### Walking and Cycling

- 4.59. The HERT4 housing development just off Sacombe Road is approximately 1.5km from Hertford town centre and a similar distance from Hertford North rail station. During consultation, many residents indicated they would walk more if there were more routes separated from cars and lorries, and two-thirds agreed that the separation of cycles from cars and lorries would encourage them to cycle more. Speeding cars, vehicle fumes, pavement parking, uneven or obstructed routes, and lack of safe crossing points were all cited as reasons for not walking more. Road safety, insufficient secure cycle parking and poor cycle route connectivity were reasons given for not cycling. More secure, covered, cycle parking is needed to encourage cycling, and options for expanding this provision will be explored through the Action Plan.
- 4.60. A publicly accessible path along the Former Railway Line in Lower Bengoe has been proposed by residents. A 2018 Hertfordshire County Council report ('Planning Appraisal for dismantled Bengoe railway land, Hertford') concluded that *'due to its shape, location and connectivity within an established residential area, it could be enhanced and opened up for public use as a pedestrian route to serve this part of Hertford in accordance with District Plan Policies NE2, NE3 and NE4.'* This proposal has received considerable local support, particularly as it has the potential to improve connectivity for pedestrians and cyclists between the two Hertford rail stations. Proposals to achieve this will be supported, subject to compliance with other policies in this Plan.





Figure 35: Former Railway Line, Lower Bengoe.

4.61. The Hertford Town Centre Urban Design Strategy includes core objectives to prioritise the needs of pedestrians, cyclists and public transport, and to reduce conflict with vehicles. Its 'Place-making objectives' include reducing traffic dominance on St. Andrew Street and the Old Cross junction and improving the pedestrian crossing. The Strategy also explores an alternative vehicle access route onto Folly Island, via Thornton Street, but recognises that there are land ownership, technical details, and significant works to adapt the bridge onto the street that would need to be overcome to achieve that long-term aspiration. The map in Figure 36 indicates the public realm and footway improvements proposed in the town centre strategy for St. Andrew Street and Old Cross.

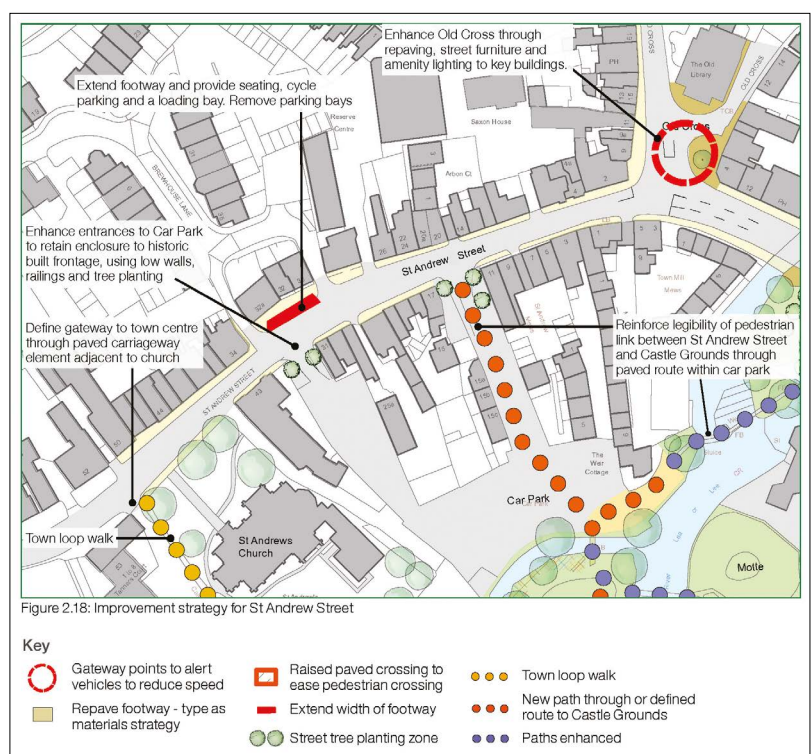


Figure 36: Hertford Town Centre Urban Design Strategy. Public Realm improvements.



## Neighbourhood Plan Policies (continued)

- 4.62. The Hartham Common and Beyond project, part of the Hartham Common Greenspace Action Plan (GAP), is developing seven circular walking routes centred on Hartham Common and connecting all the major public green spaces around the town. Signage and infrastructure improvements, including the replacement of stiles with gates, and making routes more welcoming, are part of the project. The route network will be displayed on an interpretive map panel in Hartham Common and seven leaflets will promote the walks.

### Policy HBT2: Encouraging More Walking

I. Where possible, all significant developments should deliver improvements that result in good connectivity between new and existing pedestrian routes to encourage walking as a first option. The emphasis should be on safe and unobstructed pedestrian routes to key services including health care, railway stations, bus stops, local employment, shops and leisure facilities. S106 contributions collected under the provision of Policy TRA1 of the District Plan could contribute towards:

- improvements to the Public Rights of Way network, which could include those from Ware Park Road to Hertford Lock (Hertford 17,18,19,20,23) connecting with Sustrans off-road route 61. The preference is for the footpaths to be upgraded to be capable of allowing cycling. Permissive rights could be considered as a compromise
- new pedestrian routes separated from other traffic, including cycles, either physically or with road markings. Routes should be suitable for those with pushchairs, wheelchairs or other mobility aids

II. Development proposals should include clear strategies for:

- making it easier and safer for children to walk to local schools
- ongoing maintenance of new routes to ensure they are fully accessible and not obstructed

III. Development proposals that include safe crossing points for pedestrians; traffic calming measures to reduce vehicle speeds; minimising of unnecessary road and pavement gradients; level/even pavements, and widening of pavements, will be supported when consistent with other policies in this Plan.



Figure 37: Cycling in Millmead Park.



### Policy HBT3: Encouraging More Cycling

I. Development proposals should contribute to the establishment, enhancement, and improved connectivity of cycle routes into, out of, and through the Neighbourhood Plan Area. S106 contributions collected under the provisions of Policy TRA1 of the District Plan could contribute towards:

- the installation of secure covered cycle racks within Hertford North Station car park
- cycle training courses for children and adults

II. Development proposals that include segregated cycle paths and the on-site provision of electric bikes, cycle hire, and bike club schemes, will be supported if they are consistent with other policies in this Plan.

### Public Transport

- 4.63. The 333 bus provides a daytime service through Hertford Bengoe Ward. Bus services to Stevenage, Ware, Welwyn Garden City, other parts of Hertford and to Heathrow, run from outside Hertford North Station which is a few metres outside the Ward boundary. The HERT4 development site is around 400m from the Bengoe Street bus stop.
- 4.64. Consultation feedback showed that a marginally higher number of residents use bus services for shopping and leisure than the number who cycle. Significantly higher numbers use their car or walk for the same purpose. More residents cycle to work than use the bus. Just over a third of those responding said they would drive less locally if there were more frequent buses. Development should ensure good pedestrian access to local bus stops to support the modal shift from cars to public transport.

### Policy HBT4: Public Transport

I. The masterplanning of significant new residential development should allow, where it would be appropriate, the development to be capable of being served by local public transport services which should complement the provision of safe walking and cycling routes.

II. Travel Plans should include information on local public transport and, where feasible, incentives to use public transport e.g. travel vouchers. The overall aim should be to facilitate behavioural change and reduce pollution.

III. S106 contributions collected under the provisions of Policy TRA1 of the District Plan, could contribute towards the extension of public and community transport services to new developments.

### Parking

- 4.65. Parking in urban parts of the Ward is challenging. At the Policy consultation in March 2019, parking issues generated more responses than any other. Commuter parking on roads near Hertford North station is a particular concern and pavement parking, and parking close to road junctions, were also highlighted as a safety issue. The Buckwell's Field development has placed additional pressure on Sacombe Road parking and the potential impact of increased parking pressures arising from the HERT4 development is a significant concern. It's essential that development proposals include strategies to promote walking and cycling and discourage car journeys to Hertford North station, to avoid additional parking pressures on roads close to Hertford North station.

## Neighbourhood Plan Policies (continued)

- 4.66. Parking provision in high housing density areas needs to be managed and balanced against the protection of green spaces and well-connected and accessible foot and cycle paths. The Neighbourhood Plan is opposed to the development of Beane Marshes for housing or car parking but supports new parking provision that is consistent with other policies in this Plan. The Neighbourhood Plan survey revealed that 30% of those responding who said they wanted residents' parking lived in the Lower Bengoe postcodes. Of those who said they would use a residents' car park, most (121 respondents) said they would use one up to 50m away from their homes, and 108 respondents said they would use one up to 100m away.

### Policy HBT5: Parking

- I. Proposals to increase off-street car parking provision in areas with insufficient residents' parking (particularly near to Hertford North Station) will be supported when consistent with other policies in the Neighbourhood Plan. S106 contributions collected under the provisions of Policy TRA1 of the District Plan could contribute to solutions to improve residents' parking in areas with limited parking.
- II. Provision of electric car charging points in car parks and other developments will be supported.

## Homes and Development

- 4.67. The District Plan has allocated one area in Hertford Bengoe Ward for residential development. Policy 'HERT4 North of Hertford' (Figure 38 map) schedules around 50 homes for development to the north of Sacombe Road by 2022 and, 'subject to the satisfactory previous phased extraction of mineral deposits on the neighbouring site,' around 100 homes to the west of Wadesmill Road between 2022-2027. In September 2019, Durkan (Bengoe) Ltd. submitted a planning application for 52 dwellings on the former Bengoe Nursery site. Planning consent was granted in July 2020.
- 4.68. If the development of approximately 100 homes within HERT4, which is 'subject to the satisfactory previous phased extraction of mineral deposits' has not received planning permission and is removed from the District Plan as a Strategic Site Allocation, the Neighbourhood Plan would seek to extend LGS1 (Land at Bengoe Field) by a further 2.7Ha through a review of the Neighbourhood Plan. This would include land to the east of restricted Byway 1, north of Glenholm and west of Wadesmill Road i.e. land currently forming part of HERT4.
- 4.69. No additional development sites in Hertford Bengoe Ward are identified by the District Plan but, small sites have come forward for development and are likely to continue doing so.
- 4.70. Local housing is expensive. Land Registry data reveals that, between 2015-2017, average house sale prices in Hertford Bengoe Ward were higher than the average for East Hertfordshire District and Hertfordshire.

Average Yearly Overall House Sale Prices			
	All house types (2015)	All house types (2016)	All house types (2017)
Hertford Bengoe Ward	£430,900	£469,400	£485,400
East Hertfordshire District	£382,800	£427,400	£442,300
Hertfordshire	£398,000	£436,200	£455,300

Source: HM Land Registry Price Paid Data (as analysed by Hertfordshire County Council).



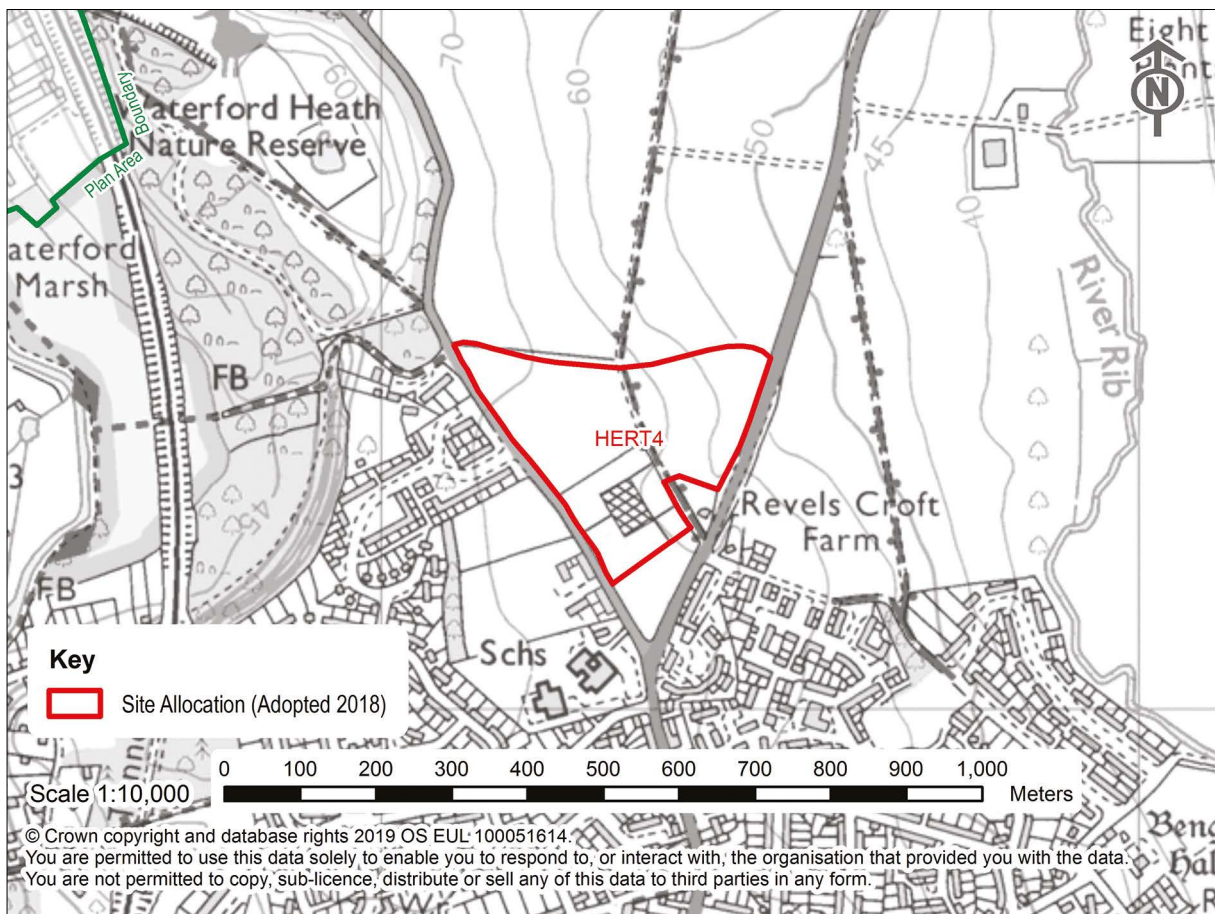


Figure 38: HERT4 site.

- 4.71. Residents would like to see more affordable housing (to rent and buy) in the Ward but, with relatively small-scale development proposals likely to come forward, achieving that on a significant scale through development will be challenging. Latest available census data shows that, in 2011, there was a slightly higher proportion of 2-bedroom properties (35.75%) than 3-bedroom ones (32.29%). Around 16% were 4-bedroom homes (Source: Office for National Statistics, 2011 Census, Tables KS403EW, QS411EW, QS413EW). In consultation, a preference was expressed for more 3-bedroom homes, as well as accessible homes for older people wishing to downsize, and homes for single people.
- 4.72. In the 2011 census, 39.20% of residents owned their property with a mortgage, 35.66% owned outright, 13.83% rented privately and 10.21% rented local authority or social housing properties. (Source: Office for National Statistics, 2011 Census, Table KS402EW).

## Policy HBH1: Housing Supply

Development proposals that demonstrate how they will meet unmet demand, particularly schemes delivering at least the minimum criteria for affordable housing (to rent and buy), will be supported when consistent with other policies in the Neighbourhood Plan.

### Exemplary building and landscape design

4.73. Development should echo the best examples of layout and design. The Brehouse Lane development, just off St. Andrew Street, is close to local amenities, meaning residents can easily walk or cycle to them. Buildings are set back from traffic noise and the architecture avoids uniformity and is sympathetic to nearby older buildings. Residents' parking provision is unobtrusive and avoids the need for vehicles to be parked on front gardens or obstruct roads and pavements. Planting softens hard landscaping, and with the River Beane on the northern side, there's plenty of opportunity for natural habitats and biodiversity to be enhanced. It feels welcoming, unlike some nearby gated developments.



Figure 39: Brehouse Lane.

- 4.74. In a speech to the March 2019 Waterwise Conference, the chief of the Environment Agency warned that, unless action is taken, within 25 years, England will not have enough water to meet demand. Climate change means that hotter, drier summers are predicted, with higher drought risk and less predictable rainfall. UK population growth is expected to rise from 67 million in 2019 to 75 million in 2050. The Environment Agency is working with planning authorities, businesses and local communities to *'design towns, cities and other places which put the sustainable use of water at the heart of their design and functioning'*.
- 4.75. Residents do not want development in the Plan Area to increase parking pressures on busy local roads. Throughout consultation, concerns were raised about vehicle speeds and hazards from parked cars, particularly on Sacombe Road, Bengoe Street and the Lower Bengoe roads. Criticism has been levelled at the lack of parking spaces on the Buckwell's Field development, resulting in overspill onto Sacombe Road, a problem exacerbated by the loss of informal parking at the former Bengoe Nursery. District wide vehicle parking standards are contained within East Herts District Plan Policy TRA3 Vehicle Parking Provision and the District Council's Supplementary Planning Document Vehicle Parking Provision at New Development.

### Policy HBH2: Design and Layout

I. In addition to meeting the requirements set out in District Plan Policy DES4, residential development proposals should aim to incorporate all of the following provisions:

- a) follow the principles set out in the 'Building for Life 12' (or equivalent replacement scheme) criteria
- b) be set back from the road to minimise the impact of traffic noise on site occupants, in those locations subject to high levels of road traffic noise
- c) ensure green amenity areas are overlooked by windows to increase connection with outdoor spaces
- d) avoid unnecessary uniformity in external design to increase individuality between buildings
- e) provide discreet, accesible, bin storage (for residents in apartments as well as those in houses), with sufficient space to accommodate the full complement of recycling/refuse bins
- f) protect the amenity and privacy of existing and future residents

II. Proposals for 'Gated Communities' in the Plan Area will not be supported. It is considered that they do not support the principles of community cohesion and inclusion.



- 4.76. In designing the green spaces around new development, and their connection with surrounding countryside, developers have an opportunity to demonstrate best practice. [Building with Nature](#) is a benchmark for the design and maintenance of green infrastructure in housing and commercial development. Designers and planners can use Building with Nature standards to inform development from the outset. By encouraging developers to achieve an ‘Excellent’ rating, against this standard, we will ensure they deliver high quality green infrastructure including wildlife habitats.
- 4.77. Where feasible, development proposals should aim to include wildflower meadow planting areas, the retention of rough grass edges to encourage and support wildlife, and bird and bee nesting boxes and nesting areas.
- 4.78. HERT4 landscaping proposals should prioritise measures to mitigate the impact of development on local roads. The emphasis should be on improving and extending walking and cycling routes.

### Policy HBH3: Landscape Design

I. Landscaping schemes should enhance the character of the development and reflect and complement the surrounding landscape, particularly when in or adjacent to the Green Belt. All the following criteria should be incorporated:

- a) welcoming, accessible open spaces and natural play areas
- b) planting of native tree and hedgerow species with green buffers between large developments and adjacent countryside, and between new developments and existing residential areas
- c) sufficient, secure, covered cycle parking to encourage active travel
- d) hard landscaping for vehicle parking should be constructed from permeable materials to reduce water run-off.

II. In addition, landscaping within the HERT4 development is encouraged to:

- a) incorporate highways improvements and a network of paths that provide good connectivity to existing routes and key services, and improve safe and accessible walking and cycling routes to Bengoe School
- b) ensure protection of local aquifers and Hertford’s water supply
- c) achieve a Building with Nature ‘Excellent’ rating
- d) incorporate headland wildflower planting, bee bricks and nesting boxes for swifts
- e) provide opportunities to grow food.

### Brownfield Land and re-use of buildings

- 4.79. In their 2018 report, [State of Brownfield 2018: An analysis demonstrating the potential of brownfield land for housing](#), the Campaign to Protect Rural England examined brownfield registers produced by 320 planning authorities in England. One of the key findings in the report was that published registers demonstrate that there are suitable brownfield sites available for over 1 million homes in England. The District Plan prioritises the development of brownfield land over other sites. Rather than encroach on the Green Belt or reduce the volume of green spaces, it’s preferable to re-use industrial land or disused buildings for housing, leisure, employment or enterprise.
- 4.80. There is relatively little unused land in the Plan Area, but small areas of disused industrial land or buildings may become available for development and should be utilised if the benefits to the community outweigh the disadvantages. Most development proposals that will be judged against the policies in this Plan will be on brownfield land.

### Policy HBH4: Brownfield Development

Proposals for the development of brownfield sites will be supported, especially those that provide tangible benefits to the community through the provision of community facilities, live/work spaces or housing that meets an identified need.

### Sustainable Commercial Growth

- 4.81. Thriving local businesses contribute to the vitality and economy of the area, create employment, and provide services for local people. If they can be reached by foot, cycle, or public transport, it reduces the need for unnecessary car use.
- 4.82. There are more than 125 businesses in Hertford Bengoe Ward, around 50% of them in St. Andrew Street and Old Cross, including a number of restaurants, hairdressers and home interiors shops. McMullen's has been brewing in Hertford since 1827. On the northern boundary, businesses at Westmill Farm include a horticultural nursery, camp site, restaurant and play-barn. On The Avenue near the top of Bengoe Street, a newsagent, hairdresser, café, and pharmacy are all popular with the local community, who are particularly keen to ensure local pharmacy services are not lost.
- 4.83. During the preparation of the Neighbourhood Plan, a forum was held with 20 local business representatives. Concerns expressed by many of those attending were: lack of customer and employee parking, traffic congestion, and the impact of high business rates on small independent outlets.
- 4.84. One of the core objectives of the Hertford Town Centre Urban Design Strategy is to promote Hertford as a destination for small and medium sized businesses, and to work with the St. Andrew Street Traders' Association to improve and promote the area. Initiatives to encourage a diverse range of businesses into the Ward, and to support existing businesses, will be endorsed by the Neighbourhood Plan.

### Policy HBB1: Local Business Development

Sustainable proposals for the development and/or redevelopment of business premises will be supported.



## 5. Implementation

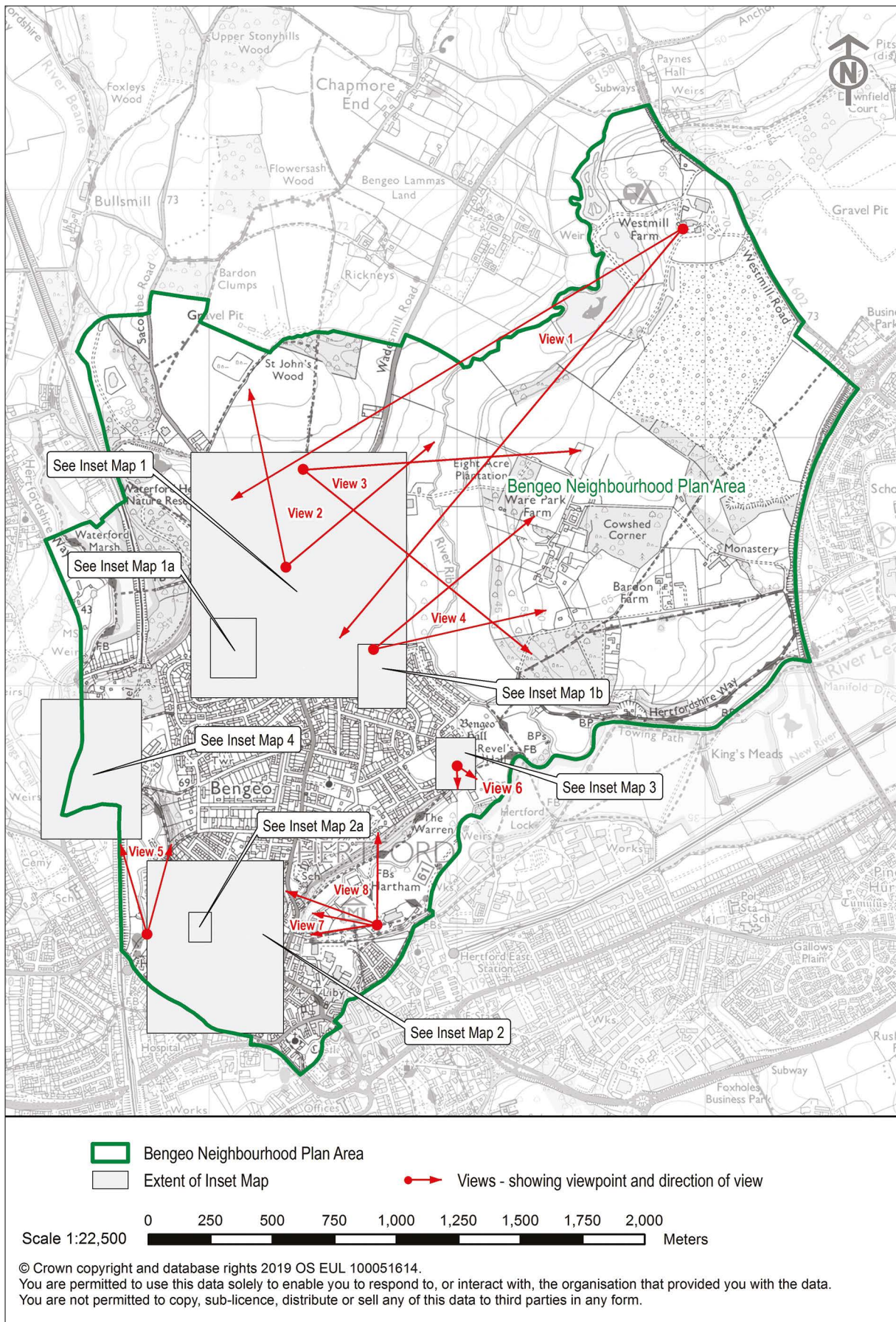
- 5.1. The Policies in this Neighbourhood Plan will be implemented by East Herts District Council through the determination of planning applications within the Plan Area. The policies are intended to support sustainable residential and commercial development, protect important natural areas and community assets, and improve local travel conditions. S106 Agreements, negotiated between developers and local authorities, should take account of the policies in this Plan and should improve local infrastructure and enhance facilities for residents.
- 5.2. The Neighbourhood Plan policies may be amended at intervals to ensure they remain in line with the District Plan. Any such review or update will be carried out in accordance with the process and procedures in place at that time.
- 5.3. Projects in the Action Plan will be achieved through various public and private funding mechanisms.





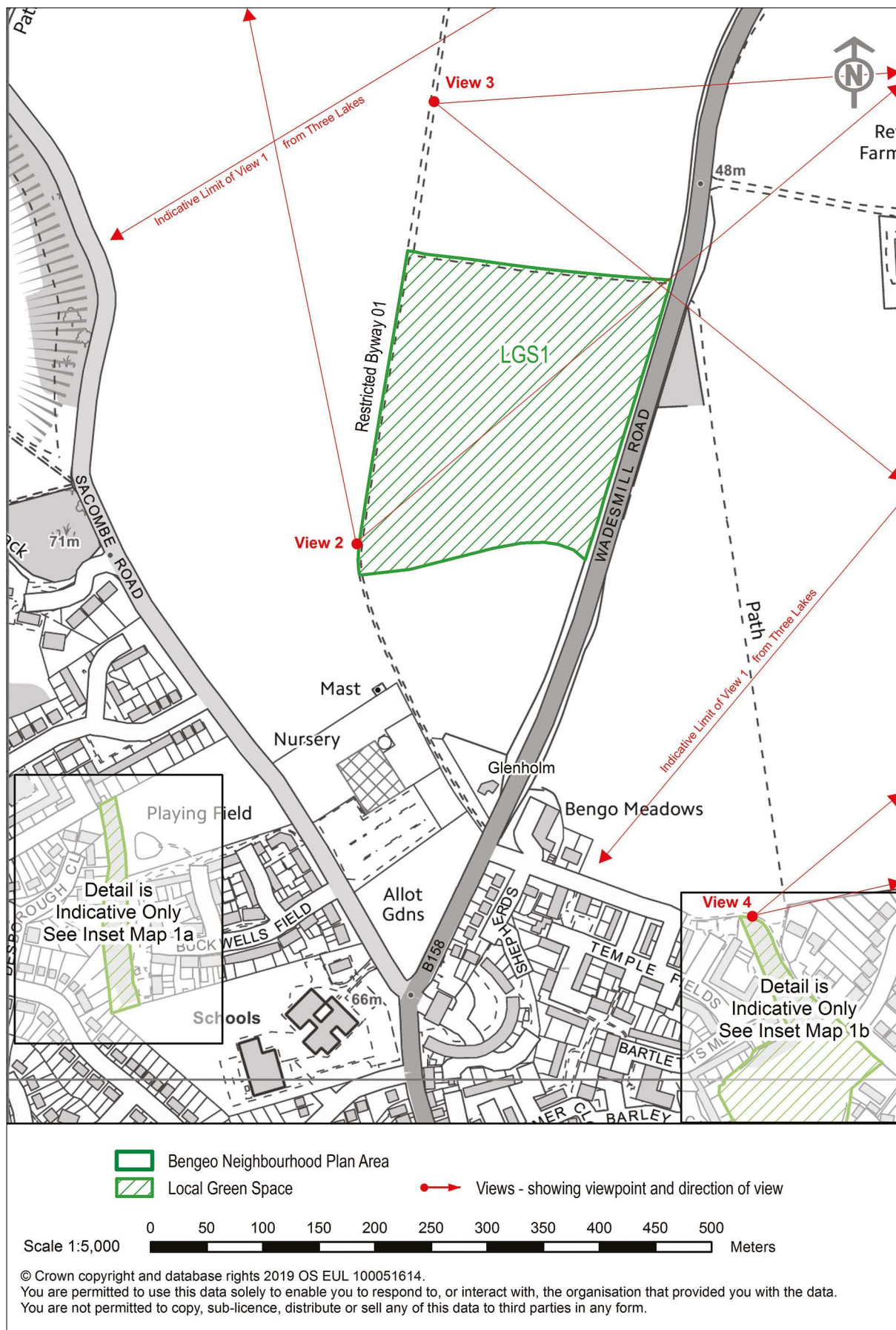
## 6. Appendices

### Appendix A: Policies Map





### Policies Map Inset 1. LGS1: Land at Bengo Field



## Policies Map Inset 1a. LGS 5: Woodland Adjacent to the Sacombe Road Play Area





## Policies Map Inset 1b. LGS7: Watermill Lane Play and Recreation Area



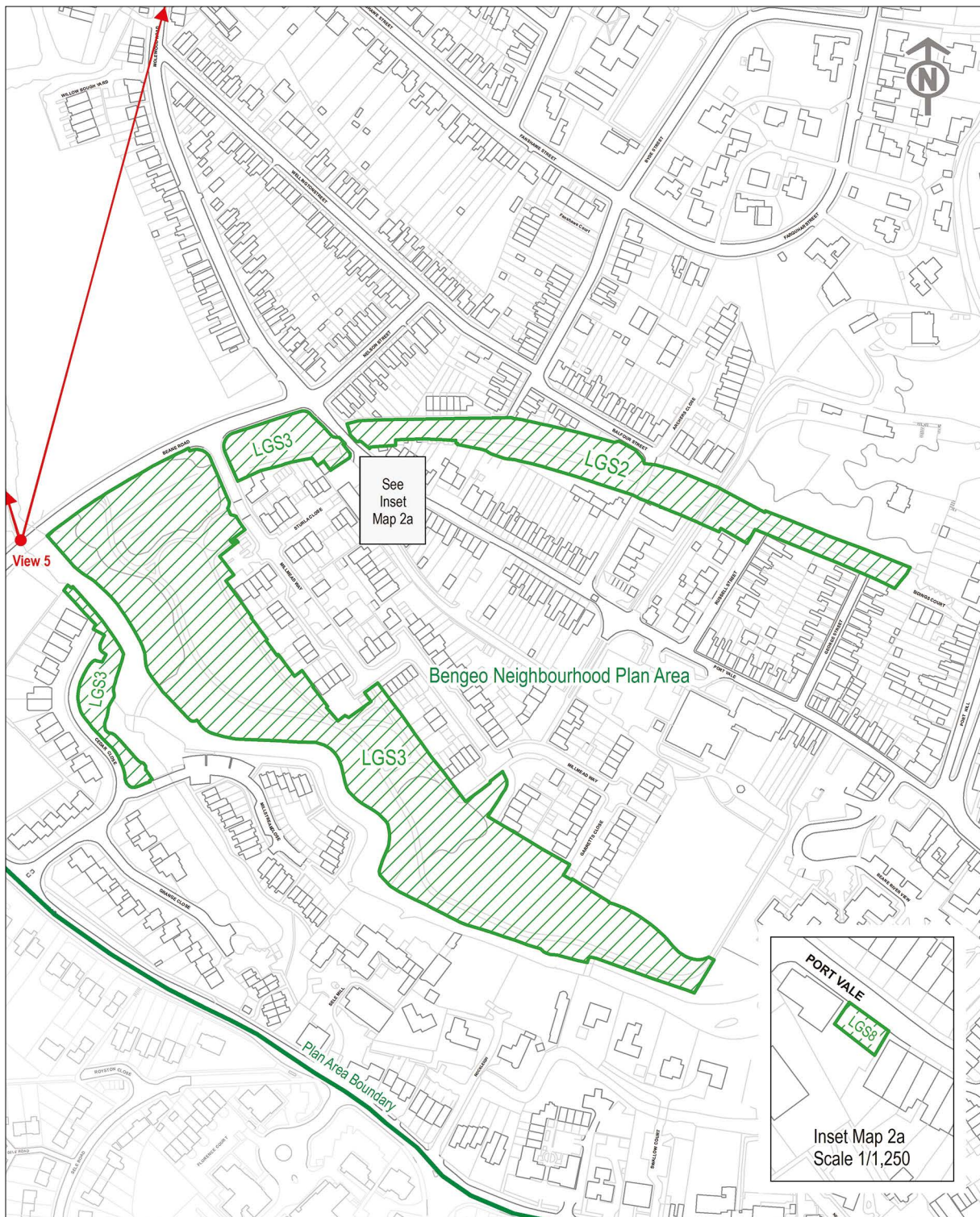
- Bengoe Neighbourhood Plan Area
- Local Green Space
- Views - showing viewpoint and direction of view

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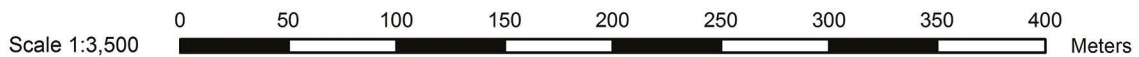


**Policies Map Inset 2. LGS 2: Former Railway Line, Lower Bengoe; LGS3: Millmead Park, and Inset 2a. LGS8: Port Vale Wildlife Garden**



- Bengoe Neighbourhood Plan Area
- Local Green Space

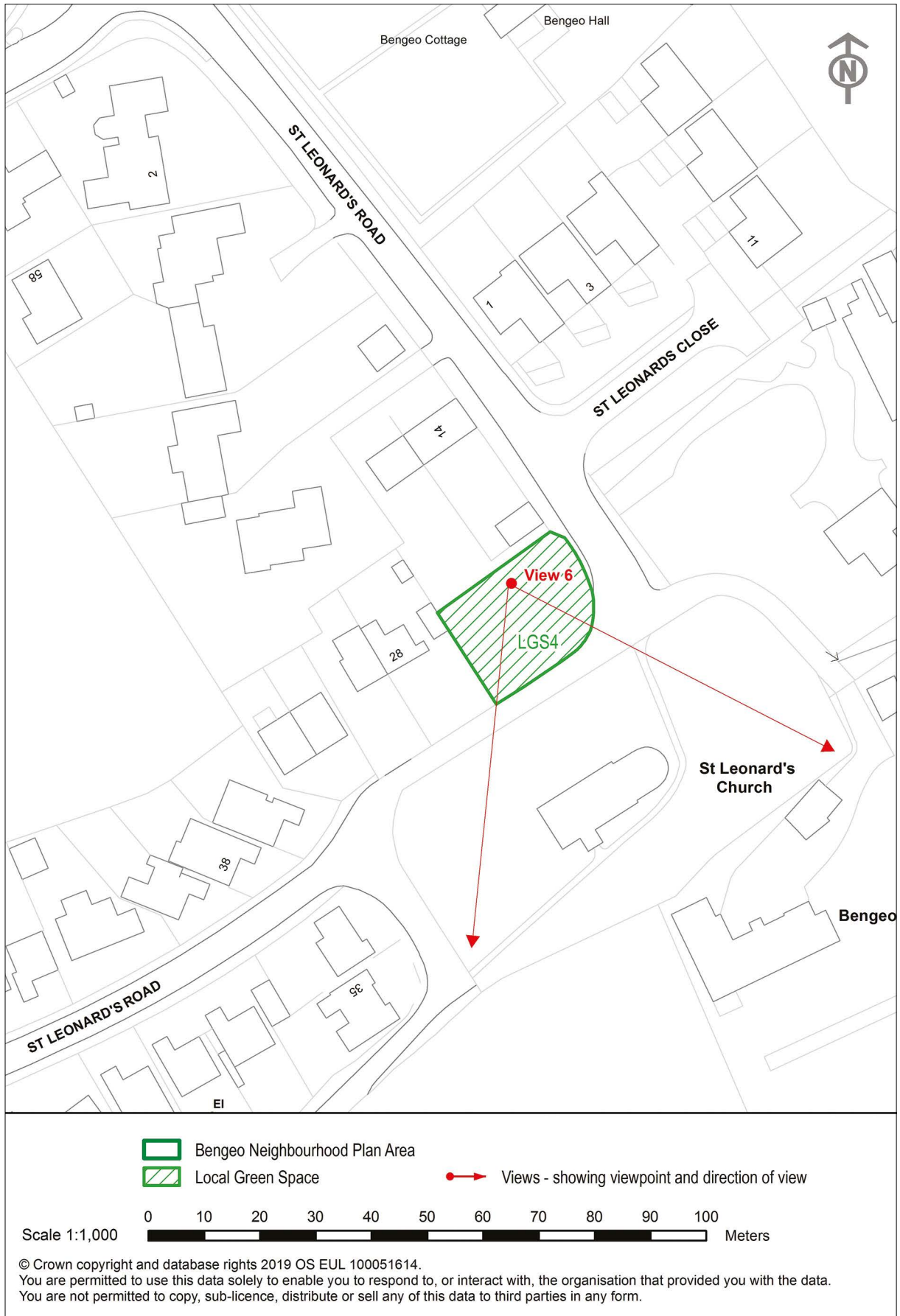
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Policies Map Inset 3. LGS4: St. Leonard's Garden



### Policies Map Inset 4. LGS6: North Road Meadow



 Bengo Neighbourhood Plan Area       Local Green Space

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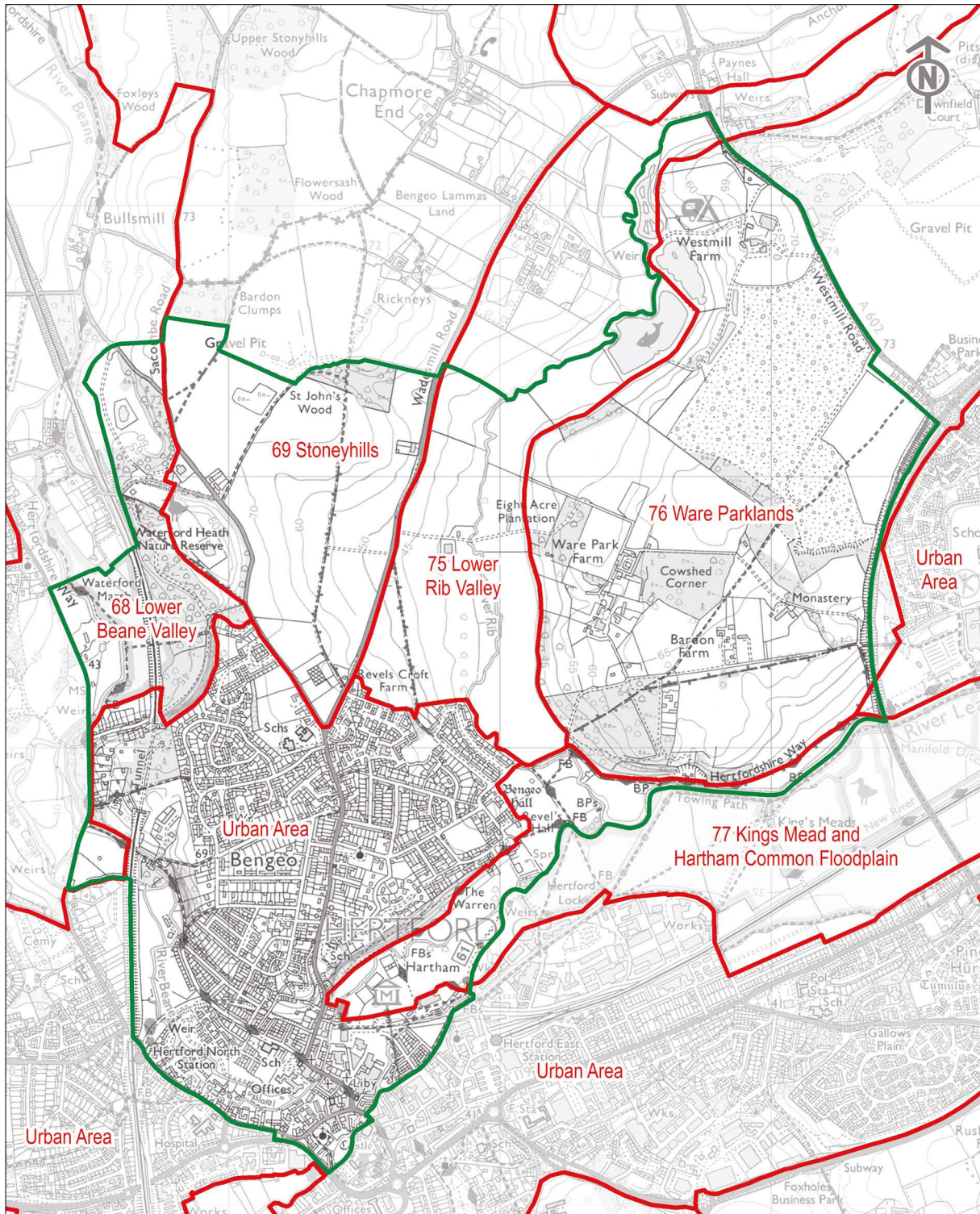
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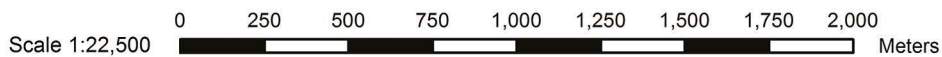
Appendix B: Local Green Spaces Assessment

No.	Site Information						Critical Criteria				Evidence of specialness				
	Site description	National designation	Potential development site	Common land, village green or private garden	Owner known	Extant planning permission	Local in character	Extensive tract	Very special	Close by	Beauty	Historical significance	Recreational	Tranquillity	Wildlife
1	Land at Bengo Field	N	N	N	Y	N	Y	Y	Y	Views towards Chapmore End and Ware Park Manor.	Archaeological remains.	Boundary path used for dog walks, jogging, bike and horse riding.	Very peaceful and tranquil.	Skylarks and brown hare.	
2	Former Railway Line, Lower Bengo	N	N	N	Y	N	Y	Y	Y	Naturalised with native trees and hedgerows.	Was final stretch of Gt. Northern Railway's line to Hertford terminus.	Could serve community as pedestrian/cycle route if accessible.	Quiet green oasis in middle of built up area.	Badgers, foxes, muntjac.	
3	Millmead Park	N	N	N	Y	N	Y	Y	Y	Open green space with woodland areas and River Beane.	N	Walking, cycling, ball games, play equipment.	Quiet space between rail station and busy roads.	Coot, moorhen, cormorant, kestrel, Canada geese.	
4	St. Leonard's Garden	N	N	N	Y	N	Y	Y	Y	Beautiful public garden.	Gifted to local Council in 1948.	Horticultural group tends it. Benches for seating.	Quiet spot for contemplation.	Bird feeders and bug and hotels.	
5	Woodland Adjacent to Sacombe Rd Play Area	N	N	N	Y	N	Y	Y	Y	Attractive woodland in residential area.	On the 1843 Tithe map	Walking, cycling and play.	Peaceful woodland oasis.	Woodpecker bats, grass snakes.	
6	North Road Meadow	N	N	N	Y	N	Y	Y	Y	Meadow with River Beane on southern boundary.	N	Adjacent to well used 'Hertfordshire Way' route.	Tranquil area between North Road and residential area.	Birds and grizzled skipper larvae.	
7	Watermill Lane Play & Recreation Area.	N	N	N	Y	N	Y	Y	Y	Well cared for with mature trees.	N	Extensively used for play and recreation.	Two benches for relaxation.	Owls, hawks, Red Kites.	
8	Port Vale Wildlife Garden	N	N	N	Y	N	Y	Y	Y	Pretty wildlife area between housing.	N	Viewed daily by passers-by.	Tranquil area near busy roads.	Nesting boxes, wood piles, pond.	

## Appendix C: Landscape Character Areas



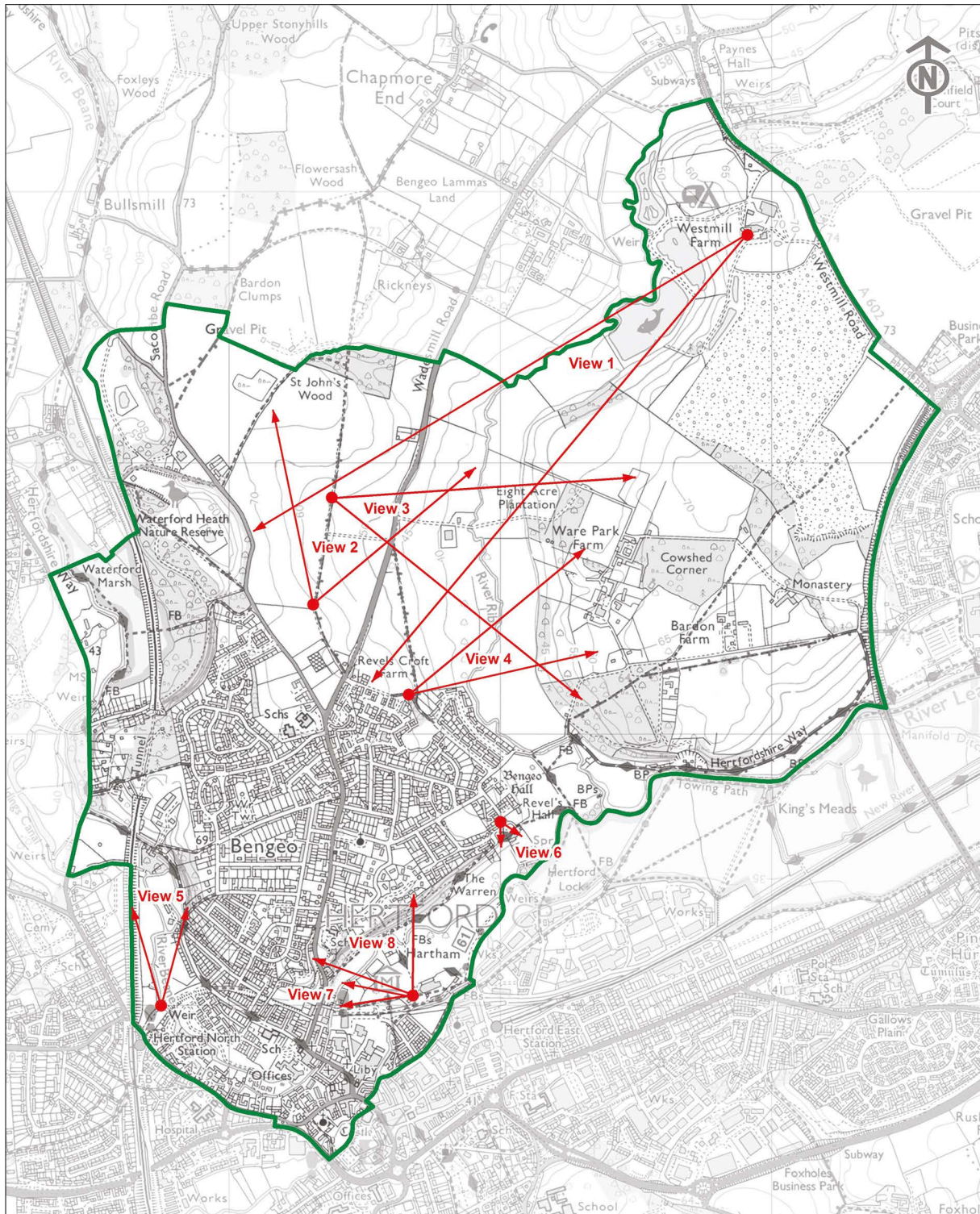
Bengeo Neighbourhood Plan Area
  Landscape Character Area Boundary



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## Appendix D: Views



 Bengoe Neighbourhood Plan Area       View - showing viewpoint & direction of view

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### Appendix E: Community Facilities

Bengeo Allotments  
Bengeo Cricket Club  
Bengeo Parish Church Hall  
Bengeo Primary School and halls  
Bengeo Recreation Ground  
Courtyard Arts  
Cowbridge Café (43) and drop-in centre  
Folly Island Allotments  
Hertford Castle Gardens Play Area  
Hartham Common sports facilities  
Hartham Common Play Areas (younger and older children)  
Hartham Common Skate Park  
Hartham Leisure Centre and swimming pool  
Hertford Arts Hub  
Hertford Baptist Church and hall  
Hertford Theatre (primarily in Castle Ward but partly in Hertford Bengeo Ward)  
Hertford United Reform Church and Cowbridge Hall  
Herts Canoe Club  
Hertford Lawn Tennis Club  
Hertford Town Church  
Holy Trinity Church  
Millmead Park Play and Recreation Area  
Mill Mead Primary School and hall  
Port Vale Scout Hut  
Sacombe Road Play Area  
Sele Farm Bowls Club  
St. Andrew's Church and St. Andrew's Centre  
The Bengeo Club including the bowling green  
The Company of Players Theatre  
The Greyhound Pub  
The Millstream Pub  
The Old Barge Pub  
The Old Cross Tavern  
The Two Brewers Pub  
The Woolpack Pub  
Watermill Lane Scout Hut  
Watermill Lane Play and Recreation Area  
White Lion Pub



## Appendix F: Non-designated Buildings and Structures

### Bengeo Parish Church Hall

This red brick building with decorative brick detailing, built in 1899 by Robert Green, is in Duncombe Road. It's the church hall for Holy Trinity Church, which is on the corner of Bengeo Street and New Road.



Figure 40: Bengeo Parish Church Hall.

### Bengeo Water Tower

Also referred to as the 'Artistic Water Tower' (Source: Ferro-Concrete Vol 21, May 1930 p228-291), Bengeo Water Tower is an elevated water-tank made of Ferro concrete, designed in 1930 by engineers L.G. Mouchet & Partners of Westminster. The floor of the tank is 75ft above ground level, held aloft by eight columns and a central octagonal shaft. The flagstaff, which is 15ft high, surmounts the domed roof cupola. Ferro-concrete was preferred over steel to ensure that the appearance of the tower blended harmoniously with its surroundings. The tower is understood to be still functioning as a water tower.



Figure 41: Bengeo Water Tower.

### Castle Joinery

A family joinery in Tower Street, formerly known as Greens. It produces joinery products for local country estates such as Hatfield House. Built in the 1880s by Robert Green, it still looks remarkably similar, with timber cladding and a wall of timber-framed multi-paned windows.



Figure 42: Castle Joinery.



### Duncombe School

The Hertford Villa Residence Company, formed in the 1860s, created Warren Park Road Suburban Villas. One of the villas, Daneshill House, is now Duncombe School. Towards the end of the Victorian era, Daneshill House was home to Mr. Mitchell (a shipping agent) and his family. It became the home of Duncombe School in 1951.



Figure 43: Duncombe School.

### Lodge Close Wall

The wall was part of the walled garden of the now demolished Bengo Lodge, built in the early 1800s by William Lockett. Today, two remaining sections of the wall can be seen in Lodge Close, between numbers 14 & 16 and opposite those houses. About a dozen new homes were built on the garden of the old Lodge in the 1970s/80s.



Figure 44: Lodge Close Wall.

### The Greyhound Public House

The Greyhound Pub appears on late 19th century mapping and was McMullen's first pub purchase in 1836. The adjacent site, previously a garage and car wash, has been developed for housing.



Figure 45: The Greyhound.



## The Old Barge Public House

Re-built in the 1890s to serve beer to residents of The Folly and its industries, including the industry associated with the barge traffic. Prior to the Old Barge, there was The Jolly Bargeman, which, with nearby cottages and sheds, was connected with the making of clay pipes.



Figure 46: The Old Barge.

## The Old British School

Known locally as the Old British School in Dimsdale Street and also referred to as 'Cowbridge School' ('The Former British School' on the Land Title) it opened in 1863 as a school for children from 'dissident' and 'non-conformist' families. After several changes of use, it has been unoccupied since 1968. It is one of the properties being considered for renovation by the Hertford Arts Hub.



Figure 47: The Old British School in Dimsdale Street.

## Gates to The Warren and Hartham Common, Port Hill

These ornate metal gates were presented to the town by Philip Raynsford Longmore and form an attractive feature in the street scene.



Figure 48: Gates to The Warren and Hartham Common, Port Hill.

### Nos. 38-40 Port Hill

This pair of pretty houses on Port Hill are next to the gates to The Warren and Hartham Common. They are referred to in the Hertford Conservation Area Appraisal and Management Plan (2017) as probably dating from the 19th century. Their ornate detailing includes finials and barge boarding. Number 38 is also known as Warren Meadows Lodge and appears on late 19th century mapping as 'Lodge'.



Figure 49: 38-40 Port Hill.



## Appendix G: Policy Process Map

This table shows how the Neighbourhood Plan's Objectives have been translated into Policies.

Objective		Policies that help achieve the Objectives
<b>Green Spaces, Views, Nature Conservation and Air Quality</b>		
A	Protect precious green spaces through 'Local Green Space' designation and preserve important views.	HBN1: Local Green Space Designation HBN2: Important Views
B	Maintain, protect and increase natural habitats, wildlife and local biodiversity.	HBN3: Nature Conservation
C	Reduce traffic emissions and preserve and increase green lungs and corridors.	HBN3: Nature Conservation HBN4: Improving Air Quality
<b>Community, Heritage and Culture</b>		
D	Retain, protect and enhance community facilities.	HBC1: Enhanced Community Facilities
E	Encourage the development of cultural facilities and protect valuable heritage assets.	HBC2: Listed Buildings and Structures HBC3: Non-designated Buildings and Structures HBC4: Cultural Facilities
<b>Sustainable Travel</b>		
F	Improve travel conditions and road safety and mitigate the impact of development on local roads.	HBT1: Traffic Congestion and Road Safety
G	Improve and extend footpath routes to increase levels of walking.	HBT2: Encouraging More Walking
H	Improve and extend the cycle network to increase levels of cycling.	HBT3: Encouraging More Cycling
I	Increase the use of local public transport as a preferred option over cars.	HBT4: Public Transport
J	Increase the availability of cycle parking and improve local car parking conditions.	HBT5: Parking
<b>Homes and Development</b>		
K	Achieve high quality, sustainable development with good access to natural areas and foot and cycle routes.	HBH1: Housing Supply HBH2: Design and Layout HBH3: Landscape Design
L	Achieve brownfield development that meets residential, community or commercial need.	HBH4: Brownfield Development
<b>Sustainable Commercial Growth</b>		
M	Ensure commercial development supports local businesses in continuing to thrive.	HBB1: Local Business Development

## Appendix H: Action Plan

No.	Strategic Aim	Action	Funding	Responsibility
1	Increase natural areas and improve biodiversity.	Support the landscaping of a community garden on the empty plot on the corner of Duncombe Road and Tower Street.	Hertford Town Council Grants and other funding streams.	Neighbourhood Plan Steering Group and Hertford Town Council.
2	Increase natural areas and improve biodiversity.	Encourage the creation of wildflower meadow areas in developments.  Encourage naturalistic planting areas throughout the Plan Area.	S106 Agreements.  Public and private funding streams.	Neighbourhood Plan Steering Group and Hertford Town Council.  Neighbourhood Plan Steering Group and Hertford Town Council.
3	Increase awareness of air quality issues.	Install 'Turn-off engine' signs outside schools, shops and other waiting areas.	Hertford Town Council Community Grants and S106 Agreements.	Neighbourhood Plan Steering Group Hertford Town Council.
4	Address volume and speed of traffic and increase sustainable travel.	Support initiatives to: <ul style="list-style-type: none"> <li>• increase walking and cycling routes</li> <li>• improve road, foot, cycle and pavement surfaces (a request will be made to Hertfordshire County Council to resurface Bridleway 14/15 to improve the cycle route from HERT4 (former Bengo Nursery site) to the town centre)</li> <li>• introduce a 20 MPH speed limit on Bengo Street and on Sacombe Road from the Wadesmill Road/Sacombe Road mini roundabout to The Wick</li> <li>• increase compliance with and enforcement of access restrictions</li> <li>• introduce traffic calming and road and pavement safety measures on the Lower Bengo roads</li> <li>• increase the provision of secure, covered cycle parking</li> </ul>	S106 Agreements, local grants and other funding streams.	Hertford Town Council and the Neighbourhood Plan Steering Group.
5	Foster increased appreciation of architectural and heritage assets.	Work with Hertford Museum and local historians to develop a leaflet identifying places of architectural and historical interest in the Neighbourhood Plan Area.	Hertford Town Council Community Grants.	Neighbourhood Plan Steering Group. Hertford Town Council.
6	Improve wayfinding to heritage sites.	Support the installation of directional signs in the town centre showing the route to St. Leonard's Church, with subsequent signs erected along the route as needed.	Hertford Town Council.	Neighbourhood Plan Steering Group Hertford Town Council.



## Appendix I: Glossary

### Affordable Housing

Includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

### Ancient Woodland

Woodland known to have existed continuously since at least 1600.

### Conservation Area

An area designated under Section 69 of the Town and Country Planning Act 1990 (as amended) as being of ‘*special architectural or historical interest*’, the character and appearance of which it is desirable to preserve and enhance.

### Green Finger

Unique areas of open land which penetrate (in this case) towards the centre of Hertford and are a recognised local amenity, wildlife and leisure asset. They have been designated as Local Green Spaces through East Herts District Policy CFLR2, ensuring development will not be allowed other than in very special circumstances.

### Green Infrastructure

A network of green spaces and other features such as parks, open spaces, woodlands, playing fields, allotments and gardens, providing a range of quality of life benefits for the local community.

### Landscape Character Areas

Areas that share similar landscape characteristics and which follow natural lines in the landscape.

### Local Nature Reserve

Places with wildlife or geological features that are of special interest locally.

### Local Wildlife Site

Areas of land with significant wildlife value. Typically, they are ancient woodland, a flower-rich hay meadow, or a village pond.

### Nature Improvement Areas

An ongoing network of large-scale initiatives in the English landscape to improve ecological connectivity and improve diversity.

### S106 Agreements

Also known as Planning Obligations. They are legal obligations entered into to mitigate the impact of development proposals. Through these agreements, developers may be asked to provide contributions for infrastructure.

### Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

### Wetland

An ecosystem that is covered permanently or seasonally by water. Wetlands are described by the World-Wide Fund for Nature (WWF) as ‘*some of the most productive habitats on the planet*’.

### Appendix J: References and Acknowledgements

#### East Herts Air Quality Action Plan 2017/18-2019/20

[https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/East\\_Herts\\_Air\\_Quality\\_Action\\_Plan\\_2017-18\\_-\\_2019-20\\_3\\_final.pdf](https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/East_Herts_Air_Quality_Action_Plan_2017-18_-_2019-20_3_final.pdf)

#### East Herts District Plan, October 2018

[https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/District\\_Plan\\_Publish\\_web\\_view.pdf](https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/District_Plan_Publish_web_view.pdf)

#### Hartham Common Greenspace Action Plan

<https://cdn-eastherts.onwebcurl.com/s3fs-public/2019-11/Hartham%20Common%20GAP%202018-23.pdf>

#### Hertford Conservation Area Appraisal and Management Plan

[https://eastherts.gov.uk/media/31364/Hertford-Conservation-Area-Appraisal/PDF/Hertford\\_Conservation\\_Area\\_Appraisal.pdf](https://eastherts.gov.uk/media/31364/Hertford-Conservation-Area-Appraisal/PDF/Hertford_Conservation_Area_Appraisal.pdf)

#### Hertfordshire County Council Landscape Character Assessments

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/landscape/landscape-character-assessment.aspx>

#### Hertford Town Centre Urban Design Strategy

[https://eastherts.fra1.digitaloceanspaces.com/s3fs-public/2019-11/Hertford%20Town%20Centre%20and%20Urban%20Design%20Strategy\\_0.pdf](https://eastherts.fra1.digitaloceanspaces.com/s3fs-public/2019-11/Hertford%20Town%20Centre%20and%20Urban%20Design%20Strategy_0.pdf)

#### Vacant Historic Buildings: Guidelines on Managing Risks

<https://historicengland.org.uk/images-books/publications/vacanthistoricbuildings/>

#### National Planning Policy Framework (NPPF)

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

#### The Lawton Review

[https://www.researchgate.net/publication/268279426\\_Making\\_Space\\_for\\_Nature\\_A\\_Review\\_of\\_England's\\_Wildlife\\_Sites\\_and\\_Ecological\\_Network](https://www.researchgate.net/publication/268279426_Making_Space_for_Nature_A_Review_of_England's_Wildlife_Sites_and_Ecological_Network)

#### UK Air Quality Strategy

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)

### Acknowledgements

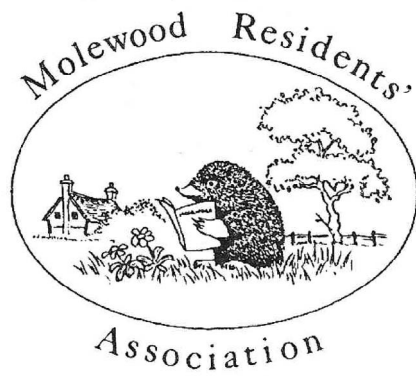
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**John Howson, Chair, Bengo Neighbourhood Area Plan Steering Group**

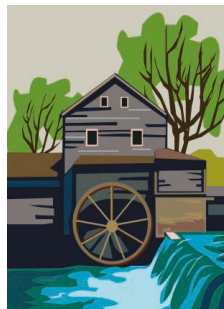








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