

THE BROXBOURNE LOCAL PLAN

A FRAMEWORK FOR THE FUTURE DEVELOPMENT OF THE BOROUGH

JUNE 2020



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Local Plan 2018 - 2033

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Contents

Summary and Key Points	4
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Part 1: Introduction

1 Introduction to the Local Plan	9
--	---

Part 2: Development Strategy	13
---	-----------

2 Vision and Objectives	14
-------------------------------	----

3 Development Strategy	16
------------------------------	----

Part 3: Places

4 Sustainable Place-Making	31
----------------------------------	----

5 Brookfield	32
--------------------	----

6 Broxbourne	45
--------------------	----

7 Cheshunt	48
------------------	----

8 Goffs Oak and St. James'	65
----------------------------------	----

9 Hoddesdon	69
-------------------	----

10 Park Plaza	75
---------------------	----

11 Waltham Cross	80
------------------------	----

12 Wormley and Turnford	84
-------------------------------	----

13 Lee Valley Regional Park	86
-----------------------------------	----

14 Countryside	91
----------------------	----

15 The New River	93
------------------------	----

16 Gypsies, Travellers, and Travelling Showpeople	95
---	----

Part 4: Infrastructure

17 Infrastructure	99
-------------------------	----

18 Planning Obligations and CIL	109
---------------------------------------	-----

19 Implementation	111
-------------------------	-----

Part 5: Development Management Policies

20 Design and Sustainable Construction	114
21 Housing	122
22 Economic Development	130
23 Retail and Town Centres.....	133
24 Open Space, Recreation, and Community Facilities	138
25 Water.....	144
26 Green Belt	152
27 Natural Environment and Biodiversity	155
28 Environmental Quality	163
29 Historic Environment	170
30 Transport and Movement	172

Appendices

Appendix A: Schedule of Open Spaces	179
Appendix B Car and Cycle Parking Guidelines	181
Appendix C: List of Policies	189
Appendix D: Glossary.....	193
Appendix E: Indicative Concept Plans.....	200
Appendix F: Local Plan 2001-2011: Saved policies to be superseded.....	201
Appendix G: Monitoring Framework	204

Summary and Key Points

Local Councils are required by Government to produce Local Plans which plan positively for growth and development. The Broxbourne Local Plan and the Minerals and Waste Local Plans (produced by Hertfordshire County Council) together comprise the statutory Development Plan for the Borough.

The Local Plan sets out how Broxbourne will grow and develop to become a more desirable place to live, work, and visit, and for inward investment. It is a development strategy for the next 15 years for homes, jobs, shops, leisure, transport, and infrastructure all set alongside the long term protection and improvement of areas defined Green Belt and our parks and open spaces. The Plan aims to promote growth and support economic prosperity for this generation and the next.

Broxbourne Council wants to enable a prosperous future for its residents. It wants to help secure higher educational attainment for young people through enabling more and better school buildings and facilities. The ambition is to have more employment opportunities and more skilled and higher paid jobs created locally, thereby increasing wealth and reducing the need to travel. The intention is to create a place where existing local businesses want to stay, and new businesses want to set up and invest, a place where young people in particular have plenty to do, have a bright future and want to stay or come back to after going on to higher education.

People are living longer and the population is growing. Consequently, many more homes which are accessible and affordable for all age groups are needed. Good health provision and even better access to leisure facilities and open spaces alongside a clean and safe environment are critical elements of the Council's long term vision. These ambitions are set out in the Council's existing strategies for economic development, health and well-being, and the environment which explain the approach to its three priorities. The Local Plan will support these existing priorities and express them spatially.

The main components of the development strategy are as follows:

Brookfield Riverside

The Local Plan seeks to strengthen the identity of the Borough by expanding and improving the Brookfield centre by extending Brookfield northwards up to and beyond the Turnford junction on the A10. Centred on the New River, this retail and commercial hub will be called 'Brookfield Riverside', and will consist of a vibrant centre to complement the Borough's existing towns. It will include modern shopping and leisure facilities including a department store, cinema, cafes and restaurants, and feature a civic centre, health centre, bus station, and about 250 apartments and elderly people's accommodation within a mixed use and green environment.

Homes and Neighbourhoods

The Local Plan provides for around 7,700 homes by 2033, including a mix of market and affordable housing, housing for the elderly, starter homes, social rented housing and some self-build opportunities. The Local Plan proposes walkable neighbourhoods, connecting residential developments with a mix of facilities in the locality. Three strategic development locations are identified as follows:

- **'Brookfield Garden Village'** including 1,250 homes north and west of Brookfield Riverside ,comprising walkable neighbourhoods and one or more new primary schools, linked by a tree-lined boulevard;
- **'Cheshunt Lakeside'**, a new mixed-use urban village including 1,750 homes as well as businesses and a primary school, at land currently occupied by Delamare Road employment area; and
- **'Rosedale Park'**, comprising around 820 homes (plus a 64-bed care home) and a primary school at linked developments, on the former Tudor Nurseries site and at Rags Brook, opening up the valley to public access for the first time and creating a parkland setting for existing and future developments.

The remainder of the residential development is proposed at a range of smaller sites, in some cases taking advantage of opportunities to support local facilities, and also includes some sites which already have planning permission, such as High Leigh Garden Village in Hoddesdon and Haslemere Marina in Waltham Cross.

Jobs

The Local Plan proposes between 5,000 and 6,000 net additional jobs by 2033, with the possibility of significantly more in the longer term. New employment land is proposed where it maximises the potential for job creation in well remunerated employment sectors, to diversify the Borough's economic base and to provide the best opportunities to enhance Broxbourne's environment. The strategy is to meet those objectives through the development of new business campuses at Brookfield and Park Plaza, which occupies an accessible and prominent location next to the A10 and M25 and forms a key gateway into Broxbourne and Hertfordshire. The three key employment locations are as follows:

- **Park Plaza West (TwentyFive25)** will provide around 4,500 new office jobs by 2033, located in a well landscaped setting, separated from the M25 by a new public park;
- **Park Plaza North** will accommodate the relocation of businesses from regeneration sites including those in Waltham Cross, Brookfield, and Delamare Road; and
- **Brookfield** will provide for 2,000 new jobs by 2033 in a mix of sectors including retail and leisure at Brookfield Riverside, and local office provision.

Town Centres

Hoddesdon and Waltham Cross town centres remain the hub of community life and their regeneration and improvement are priorities for the Council. They are both covered by town centre strategies and are further described in Chapters 9 and 11.

In Waltham Cross, the Plan proposes to promote the long-term vitality of the town centre with the redevelopment of the northern High Street, including the relocation of Wickes and Homebase to Park Plaza North, to provide land for 300 new homes and shops and other commercial uses on the ground floor. Beyond 2028, an Area Action Plan for the regeneration of the eastern part of Waltham Cross (including the town centre) is proposed, to take advantage of opportunities presented by the proposed Crossrail 2 and four-tracking of the West Anglia Main Line.

In Hoddesdon, the Plan proposes to undertake a review of the existing Town Centre Strategy, to ensure that the town centre continues to develop its role as an historic market centre. The strategy will prioritise the completion of the public realm enhancements, the development of key sites, including a gateway development to the northern end of the town centre, the provision of a mix of daytime and evening activities; a full review of parking and access, an enhanced programme of events; and protection and enhancement of historic character. A strategy is also being prepared for Cheshunt Old Pond and improvement plans are proposed for the neighbourhood and local centres.

Environment

The Local Plan aims to protect and enhance the natural, historic, and built environment for its visual beauty, leisure and recreation value, ecology and heritage. Within the urban area, a comprehensive network of open spaces will be protected through Local Plan designations. Publicly accessible open space will be created as part of a new Green Infrastructure network at Rosedale Park, retaining separation between existing settlements in the area. At Brookfield a green spine will be created along the Turnford Brook along with new community woodland, and a new open space will be created at Park Plaza West. The Lee Valley Regional Park will be protected and enhancements sought, including a reclamation scheme at Spitalbrook, an 'adrenaline hub' at the Lee Valley White Water Centre, improvements at the Broxbourne Leisure Pool site, and improvements to public access points into the Park. The Local Plan continues to protect the countryside through retention of Green Belt and the new boundaries proposed are considered able to endure beyond 2033.

Transport

The Broxbourne Transport Strategy sets out an integrated, multi-modal strategy to achieve the transport objectives and vision to 2033. The Local Plan locates residential development in locations where the need for car-based travel is minimised, for example at Brookfield and at Cheshunt Lakeside. For Broxbourne's

roads, the strategy is to minimise congestion on the A10 and local roads by promoting schemes to improve the key junctions. For rail, the strategy is to improve service frequency and capacity on the West Anglia main line by supporting Crossrail 2, and the four tracking of the West Anglia mainline. The plan promotes new stations at Turnford and Park Plaza. For bus travel, the strategy is to ensure that new strategic developments are connected into bus services, whilst a new 'town service' is proposed to connect the railway station at Waltham Cross, Cheshunt and the new station at Turnford via Brookfield. The Council has prepared a Local Cycling and Walking Infrastructure Plan which demonstrates how investment and promotion of opportunities for walking and cycling can benefit the Borough.

Healthcare

The Council is in positive discussions with the Clinical Commissioning Group (CCG) about the potential for new health care facilities at Brookfield, and the possible expansion of existing surgeries elsewhere.

Schools

New primary schools are planned for at: High Leigh Garden Village, Hoddesdon; Albury Farm, Cheshunt; Rags Brook (within the Rosedale Park development); and also at Brookfield and Cheshunt Lakeside. Expansion proposals for a number of existing primary schools across the Borough are set out in the Plan. Regarding secondary education provision, the Local Plan includes a policy requirement for the Council to prepare a Development Plan Document to review the needs case and timing for a new secondary school, and to identify a suitable and deliverable site or sites to meet identified secondary education needs.

Structure of the Local Plan

The remainder of this document includes the proposed Local Plan policies, as listed in the Table of Contents. The document is structured around five parts including an introduction, development strategy, place-specific policies, infrastructure and planning obligations, and development management policies. Whilst every effort has been made to ensure that the Local Plan is written in plain English, there are inevitably some planning-related terms and therefore a Glossary and list of Acronyms is provided in the appendices. A series of indicative 'concept plans' accompany the document, snapshots of which are included in Part 3: Places to illustrate the proposals. A Policies Map accompanies the text document (or 'Written Statement'). The appendices also contain the monitoring framework, parking guidelines, and a list of superseded policies from the 2001-2011 Local Plan.

PART 1

INTRODUCTION

1 Introduction to the Local Plan

1.1 The Local Plan sets out proposals for how Broxbourne will grow and develop to become a more desirable and prosperous place to live, work and visit. It covers the period 2018-2033 and consists of a Written Statement (this document) and a Policies Map. The policies in this Plan supersede the policies contained within the Broxbourne Local Plan 2001-2011, the majority of which were saved in 2008. A full list of superseded policies is available at Appendix F.

1.2 The Local Plan provides for homes, jobs, shops, transport and infrastructure – all set alongside the long term protection and improvement of our Green Belt, parks, open spaces and built heritage. It should be read alongside policies set out in the [National Planning Policy Framework \(NPPF\)](#).

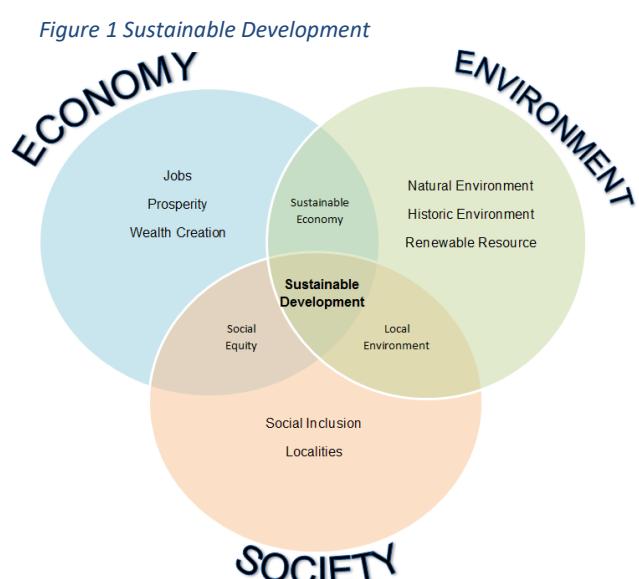
Scope

1.3 Local plans provide the strategic decisions on the levels and locations of development and the key principles to be delivered through those developments. The details of developments will be addressed through planning applications at later stages in the planning process. Local Plans are long-term documents and provide individuals, businesses and organisations such as infrastructure providers with long-term certainty in making their own plans.

Sustainability

1.4 One of the purposes of the planning system is to secure sustainable development. The policies in the National Policy Planning Framework, taken as a whole, constitute the meaning of sustainable development and this Local Plan is required to comply with the Framework. There are three dimensions to sustainable development, social, economic, and environmental. These are set out in Figure 1.

1.5 The three roles should not be considered in isolation, because they are mutually dependent. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.



Contents of this document

1.6 The Written Statement is divided into five parts. **Part 1: Introduction** sets out the overall Vision, Objectives and Strategy which guide the production of the Local Plan. **Part 2: Development Strategy** includes the vision, objectives, and development strategy for the Borough. **Part 3: Places** sets out the Council's approach to planning the Borough's towns, villages, and countryside. **Part 4: Infrastructure and Delivery** addresses the Council's approach to delivery of a range of infrastructure. **Part 5: Development Management Policies** contains the policies which will be used by the Council in the determination of planning applications. A document containing a list of useful references to external documents is updated regularly and may be found on the Council's website.

Maps

1.7 A Local Plan Policies Map accompanies the Written Statement, and shows the main policy designations including proposed development sites and major designations such as housing sites, employment areas, conservation areas, and educational facilities. In addition, the Council has an Interactive Map which shows a number of additional map layers. The Policies Map and the Interactive Map can be viewed online at www.broxbourne.gov.uk/localplan.

Background Evidence

1.8 Evidence to support to the Local Plan is available on the Council's website at www.broxbourne.gov.uk/evidencestudies. All the evidence studies have been considered by the Council's Cabinet during the preparation of the Local Plan.

1.9 The Local Plan technical studies cover all three dimensions of sustainability, infrastructure planning, and include a Sustainability Appraisal and a number of Development Options studies.



Spatial Portrait of the Borough

1.10 Broxbourne is located in the south-east of Hertfordshire within the Upper Lee Valley bordered by East Hertfordshire to the north, Epping Forest to the east, Enfield to the south and Welwyn Hatfield to the west. The M25 demarcates the southern boundary of the Borough and the River Lee Navigation demarcates the eastern boundary. Broxbourne lies in the core area of the London Stansted Cambridge Corridor.

1.11 The main towns of Hoddesdon, Cheshunt and Waltham Cross are linked by smaller settlements such as Broxbourne, Wormley and Turnford. These form a near continuous north south corridor of development which is bordered by the West Anglia mainline and Lee Valley Regional Park to the east and the A10, ancient woodland and rolling farmland and countryside to the west. Cheshunt also extends westwards over the A10 into Bury Green, Rosedale, Flamstead End and along Hammondstreet. Goffs Oak and St James are distinctive settlements set out in the Green Belt in open countryside.

1.12 The A10 provides direct access to the M25 and the wider motorway network. The Borough's five railway stations provide rail services to central London, Stansted Airport and Cambridge as well as local services to north London, Hertford and Harlow. These routes mean that Broxbourne acts as a gateway between urban London and leafy suburban Hertfordshire.

1.13 The 2014-based Sub National Population Projections (Office for National Statistics) recorded that the Borough's residential population was in the order of 97,150. The East of England Forecasting Model (EEFM) estimated that the residential population was in the order of 96,700 with 39,200 households. About 35,000 people work in the Borough which has a good range of schools, healthcare centres, community facilities, sports facilities and open spaces.

1.14 The Borough's key strengths are general prosperity, a desirable housing market, buoyant business parks which are home to several major international companies, a range of shopping centres, good transport links, attractive countryside, and improving socio-economic indicators. The MORI Survey 2013 reveals that 86% of residents are fairly or very satisfied with Broxbourne as a place to live. The key attributes include parks and green spaces, and excellent recreational facilities, including the Lee Valley White Water Centre which hosted the London 2012 Olympic white water canoe slalom event. There are good links to London, Cambridge and several international airports. Emerging proposals for Crossrail 2 to extend into the Borough could potentially further improve Broxbourne's excellent strategic location abutting London.

1.15 The key issues and challenges facing the Borough are a relatively low value and low knowledge economy, high rates of out-commuting, providing for a growing and ageing population with constrained development options, a limited range and quality of comparison shopping facilities and associated leisure options, pockets of deprivation with low levels of educational attainment compared with the county average, congestion on parts of the local road network at peak times and improving access to housing. Whilst the Borough's proximity to London does bring advantages in terms of access to employment, services and facilities, it also brings challenges in respect of transport congestion and access to affordable housing. The MORI Survey 2013 highlights better shopping opportunities and more facilities for teenagers as the most desired improvements.

PART 2

DEVELOPMENT STRATEGY

2 Vision and Objectives

2.1 The Local Plan Vision is a description of how the Council sees Broxbourne growing and developing over the plan period to become a more desirable and prosperous place to live, work and visit.

The Local Plan Vision for Broxbourne

Broxbourne will be a pleasant, prosperous, safe, healthy and green place where people want to live, work, do business and spend their leisure time.

The sense of place and sense of community will be enhanced by delivering high quality development and attractive open spaces, and by improving assets such as the Lee Valley Regional Park, the Green Belt, the Borough's attractive market towns and the Brookfield Centre.

Broxbourne will be a desirable community with a mix of apartments, family and executive homes to buy or rent, a mix of jobs to suit most skill levels, a good range of services and well maintained roads, utilities and public spaces. Better access to high-value jobs, skills/training programmes and other regeneration projects will raise prosperity levels and encourage more people to live and work in the Borough through truly independent lifestyles.

Development will be focused on a number of strategic sites with new homes focused on suitable urban and edge of urban sites to make the best use of land and to help regenerate neighbourhoods and through the strategic release and allocation of Green Belt sites.

Hoddesdon and Waltham Cross town centres, Cheshunt Old Pond district centre and the network of local centres will be enhanced as popular destinations for shopping and services. Brookfield will be re-modelled and expanded as a mixed use garden suburb and a destination for high-value retail, leisure and civic facilities.

The local economy will be strengthened by creating a range of job opportunities in business parks, town centres and elsewhere, with a focus on high-value jobs in new office space at Brookfield, a business campus at Park Plaza North and at Park Plaza West - all in exceptionally well landscaped environments.

Transport improvements will help to manage traffic and reduce congestion on the A10 and other local roads. The Council is supportive of the widening of the West Anglia mainline and the Crossrail 2 proposals. Improved bus services and facilities for cyclists and walkers will provide alternatives to driving.

New development will be of the highest quality design, well-built and well related to its surroundings and will also seek to reduce its impacts on climate change.

The Lee Valley Regional Park, Green Belt and other important green corridors, landscapes, open spaces and historic environment will continue to be protected and enhanced.

2.2 The Local Plan contains a number of objectives which seek to deliver the Vision, as set out below. When considered together these elements provide the framework for the policies to be set out in the Local Plan. Consideration of development proposals will be determined having regard to how well they meet these objectives.

- **Housing:** Provide a range of market, affordable, elderly persons and special needs housing in the form of apartments, family and executive properties.
- **Employment:** Strengthen the local economy by providing a range of job opportunities in existing business parks and town centres, new high value jobs in business park environments and by securing investment in skills and training programmes.
- **Town Centres, Shopping and Leisure:** Improve the range and quality of retail, leisure and civic facilities by continuing to improve the Borough's centres.
- **Sustainable Neighbourhoods:** Ensure that growth and regeneration improves the physical quality and social and economic prosperity of neighbourhoods for residents, businesses, workers and visitors.
- **Environment:** Protect and enhance the natural, historic and built environment for its visual beauty, leisure and recreation value, ecology and heritage.
- **Transport:** Ensure that growth and regeneration can be safely accommodated by local roads, the A10 and the West Anglia mainline and that it encourages as many journeys as possible by bus, rail, walking and cycling so that people have a safe, viable and attractive alternative to driving.
- **Infrastructure:** Ensure that sufficient infrastructure, services and facilities are in place or provided as part of housing, employment, retail/leisure and other developments to meet the education, healthcare, leisure and other needs of residents, businesses, workers and visitors.
- **Health and wellbeing:** Encourage active lifestyles and healthy choices through an integrated approach to active travel, clean and safe environments and enhanced access to indoor and outdoor sports, play and recreation.

3 Development Strategy

3.1 This Chapter sets out a strategy for each of the objectives set out in Part 2 of the Plan. It identifies the growth locations and levels of development and explains the strategic context for these developments as they relate to housing, employment, town centres, shopping and leisure, transport, the environment, and health and wellbeing. The cross-boundary strategic planning issues which the plan seeks to address are described in the separate *Duty to Co-Operate Compliance Statement*. Infrastructure provision is a critical element of the overall development strategy and this is addressed in Part 4 of this Plan.

Growth Levels and Locations

3.2 An extensive evidence base has been prepared to inform the levels of growth to be planned for to 2033. As a result, the Council has concluded that there is a need for 7,718 new homes, an average of 454 per annum; that it should plan for between 5,000 and 6,000 new jobs; around 24,000 square metres of new retail space at Brookfield (including around 2,000 already consented at Brookfield); and 10,000 square metres of new leisure space also at Brookfield.

3.3 The current population of Broxbourne is approximately 96,500. This Plan is making provision for this to increase to c. 115,000 by 2033¹. This growth in population will need to be supported by new infrastructure. In particular, there will be a need for new rail and bus services, a better functioning road network, a new secondary school towards the end of the Plan period, five new primary schools and new health care facilities.

Allocating Land to Accommodate Growth

3.4 In considering options for accommodating this level of growth, the Council has first looked to locations which support improvements to our existing neighbourhoods and town centres, that protect important open green spaces and that encourage journeys by public transport, walking and cycling. It has therefore prioritised appropriate land within the existing urban area and has identified scope to provide for an additional 4,075 new homes on urban sites. Most of these sites are for less than 100 dwellings but two new strategic urban land allocations are proposed through the Local Plan:

1. **Cheshunt Lakeside** - a new development of approximately 1,750 new homes at Delamare Road in Cheshunt; and
2. **Waltham Cross town centre** - Redevelopment of lands at the north end of the High Street.

3.5 Urban and brownfield sites cannot meet all of the development and infrastructure needs and provide for sufficient opportunities for the future development of the

¹ Based on 2014 Sub-National Population Projections by the Office for National Statistics.

Borough. The nature and location of town centres and railway stations limits the scope for significant additional development in and around such locations without major redevelopment that is not considered practicable or desirable within the lifetime of this Local Plan. Intensification of existing residential areas would adversely impact on the suburban character of much of the Borough and would not provide the means to ensure the delivery of appropriate infrastructure to support development. The potential to reuse employment land for housing is limited given the Council's aspirations and objectives to promote economic growth and development. Alternative options have been carefully considered and in Broxbourne this inevitably means that some carefully selected Green Belt sites should be released for development to help create a more balanced, sustainable, desirable and prosperous community for all.

3.6 The Council has consequently identified scope to provide for at least 3,733 new homes and in excess of 5,000 new jobs within the Green Belt. Having concluded that there is very limited scope to extend the existing town centres, it has also been concluded that retail and leisure need to be provided by expanding into the Green Belt at Brookfield.

3.7 The new strategic locations for growth within the Green Belt are as follows:

1. **Brookfield** – expansion of shopping and leisure uses at Brookfield within a comprehensively planned 21st century garden suburb. Incorporation of the Brookfield Centre and the Brookfield Retail Park into a new area known as Brookfield Riverside will create a cohesive, mixed use town centre location for the entirety of the borough. Adjacent to Brookfield Riverside will be Brookfield Garden Village, home to about 5,000 people;
2. **Rosedale Park** – a largely residential development based on and around Tudor Nurseries and the Rags Valley;
3. **High Leigh Garden Village** - This already has outline planning permission; and
4. **Park Plaza** – a strategic jobs location which alongside Brookfield will create a step change in the Borough's employment base and attract investment. Park Plaza North will provide an opportunity site for the relocation of retail and other uses from Waltham Cross and elsewhere, freeing up development sites to improve the vitality and viability of the town centre. A new business campus will be created at Park Plaza West.

3.8 Further Green Belt sites in Goffs Oak, Cheshunt and Broxbourne are also proposed in order that the Council can meet its full housing needs. These are explained within the Plan.

3.9 The land for all of these developments will require realignment of Green Belt boundaries around their edges. The exceptional circumstances necessary to release sites from the Green Belt are set out in the Green Belt Topic Paper (2017).

3.10 The Local Plan will protect and enhance the countryside and provide a framework for the long-term redevelopment of derelict sites with sympathetic residential development compatible with a countryside setting. The distinct identity and sense of transition between places will be maintained through the protection of strategic countryside gaps between settlements and the creation of a parkland setting for development through the designation of accessible new Local Green Space.

3.11 The Local Plan will support the provision of infrastructure to accompany development through an Infrastructure Delivery Plan (IDP) to be updated annually, which will guide the appropriate phasing of development with the provision of additional capacity for schools, transport, healthcare, and community and green infrastructure. The IDP will be prepared and updated with the involvement of a wide range of stakeholder bodies including utility companies, schools, transport authorities, environmental bodies, adjoining Local Planning Authorities, Hertfordshire County Council departments and others as appropriate.

Policy DS1: The Development Strategy

Provision will be made for at least 7,718 homes in the period 2016-2033, as set out in the housing trajectory.

Provision will be made for between 5,000 and 6,000 net additional jobs focusing on Brookfield, Park Plaza, Cheshunt Lakeside and the town centres;

Provision will be made for approximately 24,000 square metres of new retail development and approximately 10,000 square metres of new leisure development, primarily at Brookfield Riverside.

Strategic development sites will be at Cheshunt Lakeside, Waltham Cross High Street North, Brookfield Riverside, Brookfield Garden Village, Rosedale Park, High Leigh Garden Village, and Park Plaza.

Provision will be made for five new primary schools and a new secondary school, subject to the conclusions of the Secondary School Sites DPD (policy INF10).

Provision will be made for road, rail, educational and other infrastructure.

The countryside, the Green Belt and the Lee Valley Regional Park will be protected and enhanced.

3.12 In the event that there are difficulties in implementation of the development strategy, contingency planning will focus on bringing forward the Waltham Cross Area Action Plan (see Policy WC4, Chapter 11).

Key Diagram

3.13 The Key Diagram below sets out in a simple graphic form the development sites. Snapshots from the inset maps indicated below are provided to illustrate the relevant place-specific policies within Part 3: Places.

Figure 2 Key Diagram



Housing Strategy

Objective: *Housing will be provided through a range of market, affordable, elderly persons and special needs housing in the form of apartments, family and executive properties.*

3.14 The Local Plan requires that 40% of new housing should be affordable, of which 65% should be affordable housing for rent and 35% affordable housing for sale. With our aging population, the type of housing needed will continue to alter over the plan period. Offering a range of alternative housing choices for older people and vulnerable groups at relatively affordable levels frees up family sized homes that are currently under-occupied. Therefore the Local Plan requires that a reasonable proportion of accommodation should comprise housing for older people, comprising a mixture of lifetime homes, extra care housing, sheltered housing, and nursing accommodation.

3.15 The Local Plan provides for potential self-build opportunities at derelict glass house sites. The Council maintains a register of self-build properties - further information is available at www.broxbourne.gov.uk/selfbuild.

The Housing Trajectory

3.16 The Borough has an objectively assessed need for 454 dwellings per year for the period 2016-2033, amounting to 7,718 dwellings over 17 years. It is anticipated that the Borough will meet its housing needs in full. The housing trajectory illustrates how, where and when these homes will be provided. The contribution made by specific sites and sources of housing supply is set out in the separate Housing Trajectory spreadsheet which forms part of the Authority Monitoring Report. Table 1 provides an overview of the housing supply position as set out in the separate Housing Trajectory spreadsheet, which sits alongside the Local Plan. It shows that the Council plans to meet the total housing requirement over the plan period.

3.17 Table 1 and the housing trajectory indicate that there are sufficient identified sites in place to provide over 8,000 dwellings from 2016/17 to 2032/33, exceeding the Council's housing requirement for the plan period by 8%. The undersupply of housing in the years 2016-18 (amounting to 416 dwellings) is addressed in the period 2018-2023. As identified in the 2016/17 Authority Monitoring Report (AMR), due to persistent under delivery the Council has applied a 20% buffer to housing targets during the first five years, brought forward from later years, to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

3.18 The Council will update the housing trajectory regularly through the Authority Monitoring Report (AMR) to take into account new sources of supply, the current 5-year housing supply position and whether a 5% or 20% buffer should be applied.

Table 1: Overview of housing supply

Sources of Housing Supply	2016/17- 2017/18	2018/19- 2022/23	2023/24- 2032/33	Total 2016-2033
Completions	492	0	0	492
Commitments	0	926	0	926
Local Plan sites	0	2,156	3,846	6,002
Windfall	0	140	700	840
Self-Build Sites	0	20	50	70
Total supply of housing	492	3,242	4,596	8,330
Objectively Assessed Need (454 per annum)	908	2,270	4,540	7,718
Shortfall to be addressed in first five years	0	416	0	0
20% buffer on need and shortfall	0	537	-537	0
Adjusted Total Requirement	908	3,223	4,003	7,718
Difference between total supply and requirement	-416	19	593	612

3.19 For each of the Local Plan sites shown on the Policies Map an indicative dwelling figure is provided within the relevant policy in Part 3 of the Plan and in the list of sites in Table 2 below. The indicative dwelling figures are neither a minimum nor maximum, but rather an estimate of capacity to inform the plan making process and to provide a starting point for consideration of site-specific issues through the planning application process. In considering the merits of planning applications at the Local Plan sites, the Council will apply the dwelling numbers in the context of sustainable place-making, to achieve efficient use of land through a design-led approach. Proposals at Local Plan sites which differ from the indicative dwelling numbers provided within this Plan should be fully justified with regard to site-specific factors.

Table 2: Indicative dwelling figures at Local Plan sites

Site Name	Location	Policy No.	Indicative Dwelling no.
Brookfield Riverside	Turnford	BR1	250
Brookfield Garden Village	Turnford	BR2	1250
Gas Distribution Station	Broxbourne	BX3	35
Broxbourne School	Broxbourne	BX4	153
Cheshunt Lakeside	Cheshunt	CH1	1750
Rosedale Park – North/South of Andrew's Lane and South of Peakes Way	Cheshunt	CH2	464
Rosedale Park – Tudor Nurseries	Cheshunt	CH2	360
Rosedale Park – South of Andrews Lane	Cheshunt	CH2	60
Cheshunt Football Club	Cheshunt	CH7	165
Theobald's Brook Field	Cheshunt	CH9	90
East of Dark Lane	Cheshunt	CH10	50
Former Eastern Playing Fields	Cheshunt	CH11	75
North of Bonney Grove	Cheshunt	CH12	0
Council Offices, Churchgate	Cheshunt	CH13	75
South of Hammondstreet Road	Cheshunt	CH14	45
North of Goffs Lane	Goffs Oak	GO2	80
South of Goffs Lane	Goffs Oak	GO3	50
Newgatestreet Road	Goffs Oak	GO4	25
North of Cuffley Hill	Goffs Oak	GO5	45
19 Amwell Street and Scania House	Hoddesdon	HOD2	60
Turnford Surfacing Site	Hoddesdon	HOD3	40
Former Hoddesdon Police station	Hoddesdon	HOD4	30
East of Dinant Link Road	Hoddesdon	HOD6	35
High Leigh Garden Village	Hoddesdon	HOD7	485
Westfield Primary School	Hoddesdon	HOD8	40
Waltham Cross Northern High Street	Waltham Cross	WC2	150
Theobalds Grove Station Car Park	Waltham Cross	WC3	50
Former Britannia Nurseries site	Waltham Cross	LV6	90
			6,002

Economic Development Strategy

(Below) Ambition Broxbourne Business Centre

Objective: *Strengthen the local economy by providing a range of job opportunities in existing business parks and town centres, new high value jobs in business park environments and by securing investment in skills and training programmes.*



3.20 The Broxbourne Employment Land Study projects strong demand for employment space across all key employment sectors

over the plan period. Given the highly constrained availability of land within the Borough and the fact that most new potential employment sites are in the Green Belt, it is considered neither possible nor appropriate to plan to meet that demand across all sectors. The Council has therefore determined that the most sustainable way forward is to provide for new employment land where it maximises the potential for job creation in well remunerated employment sectors, it diversifies the Borough's economic base and where it provides the best opportunity for enhancing Broxbourne's environment. The strategy is to meet those objectives through the development of a new business campus at Park Plaza where high quality buildings set within high quality environments will provide for the burgeoning creative and life science sectors that are prevalent within the London Stansted Cambridge Corridor. Brookfield will also be a major creator of new jobs in the retail and leisure sectors, as well as providing a significant number of local office jobs. This development and Park Plaza are further described in Chapters 5 and 10.

3.21 The existing employment areas within the borough have a much stronger connection with manufacturing and warehousing and that emphasis is expected to remain with the majority of estates protected for employment use. The Hoddesdon Business Park and the Britannia Road area in Waltham Cross are Broxbourne's largest employment areas. They will remain in employment use though this Plan signals a review of the Britannia Road area through the proposed Waltham Cross Area Action Plan (see Chapter 11).

3.22 The departure of Tesco from the Delamare Road employment area has created the opportunity to create a mixed use urban village (see Chapter 7). It is intended that this new development will encompass a strong focus on job retention and job creation, enabling compatible existing businesses to remain and new enterprises to be established. The Delamare Road and Brookfield developments are likely to necessitate the relocation of a number of businesses. This Plan identifies Park Plaza North as providing the best opportunity for business relocations to enable the Council's regeneration priorities (see Chapter 10).

3.23 Successful local economies are typically reliant on providing for the growth of local businesses and seedbed enterprises look for flexible space and rental options. The Council has therefore developed the Ambition Broxbourne Business Centre within Hoddesdon Business Park (see right) and will work with developers to provide similar centres and space appropriate for local businesses elsewhere in the borough. The Cheshunt Lakeside, Brookfield and Cheshunt Sports Village developments are all being planned with a view to incorporating business space for local enterprises.

3.24 Broxbourne's town centres are important employment locations and each of those centres is subject to strategies and improvement plans that will seek to protect and expand jobs within those centres.

3.25 Given the level of flux in employment markets and the degree of uncertainty in future employment land and space, this Local Plan does not attempt a detailed assessment of future jobs growth numbers in the Borough. Based on standard job densities, developments at Park Plaza could accommodate up to 10,000 new jobs and Brookfield could accommodate around 2,000 new jobs. However, it is unlikely that these numbers will be secured within the Local Plan period. Rather, it is anticipated that between 5,000 and 6,000 net new jobs is a realistic estimate of net jobs growth within the Plan period. Setting aside the departure of Tesco which has led to the loss of in excess of 1,000 jobs, total jobs numbers within town centres and existing employment locations are expected to remain relatively static.

3.26 Whilst this Local Plan will not be putting in place skills and training programmes, the Council places great emphasis on the role that these play within its wider economic development strategy and contributions will be sought from developments to such programmes.

Town Centres, Shopping and Leisure Strategy

Objective: *Improve the range and quality of retail, leisure and civic facilities by continuing to improve the Borough's centres.*

3.27 Hoddesdon and Waltham Cross town centres remain the hub of community life and their regeneration and improvement are priorities for the Council. They are both covered by town centre strategies and are further described in Chapters 9 and 10 of this Plan. A strategy is also being prepared for Cheshunt Old Pond and improvement plans are proposed to be produced for the neighbourhood and local centres set out within the retail hierarchy below.

3.28 With the exception of a housing led redevelopment site at the northern High Street in Waltham Cross the 2015 Broxbourne Retail and Leisure Study did not identify any new opportunities for retail or leisure developments within or on the edge of the town centres. As a long established retail destination, the Study concluded that subject to impact assessment, Brookfield would be considered the sequentially preferable location to accommodate any large scale retail and leisure development. The majority of new comparison floorspace, a significant tranche of new convenience floorspace and a major leisure development is therefore allocated within Brookfield and that development is described in Chapter 4. An impact

assessment has been undertaken and the Council is satisfied that the impact on existing centres within and outside the Borough is acceptable.

3.29 Broxbourne's retail hierarchy is proposed as follows:

- **Town Centres** – Waltham Cross and Hoddesdon
- **District Centre** – Cheshunt Old Pond
- **Local Centres** – High Street, Cheshunt; High Road, Broxbourne; High Street, Waltham Cross; Goffs Oak; Wormley; and Rye Road, Hoddesdon.

3.30 Brookfield Riverside is identified as a broad location for a proposed new town centre where main town centre uses will be acceptable if delivered in accordance with an integrated masterplan. A town centre boundary will be defined as part of a review of the Local Plan, once the extent of the town centre is known.

Environmental Strategy

Objective: *Protect and enhance the natural, historic and built environment for its visual beauty, leisure and recreation value, ecology and heritage.*

3.31 Broxbourne's countryside is all contained within the Metropolitan Green Belt. Whilst the Council will continue to protect the majority of the Green Belt, it has not been possible to meet the Borough's development needs without releasing significant areas of land from it. National policy requires that Green Belt boundaries should only be altered in exceptional circumstances taking account of the need to promote sustainable patterns of development.

3.32 In preparing this Local Plan the Council has therefore paid very close regard to selecting Green Belt areas for development where those developments have the greatest potential to deliver the most sustainable outcomes for Broxbourne. The 2008 Broxbourne Green Belt study and the overall aim and purposes of the Green Belt have also been important considerations in re-defining boundaries. The new boundaries shown on the Policies map are considered to be able to endure beyond the Local Plan period.

3.33 Local Plan policies require all new development to achieve a high standard of design, enhancing local character and distinctiveness, taking account of existing patterns of development, significant views, and existing natural and historic features, and requiring appropriate arrangements for long-term maintenance of the public realm.

3.34 Within the urban area, a comprehensive network of open spaces will be protected through Local Plan designations, recognising the importance of public parks, allotments, and cemeteries as places for a variety of activities including quiet contemplation as well as health and wellbeing. At Goffs Oak a new community open space will be created at a site in the village centre.

3.35 The Local Plan provides for the creation of new parkland at Rosedale Park and Brookfield. Development at Brookfield will be delivered along Garden Village principles, based around a tree-lined boulevard whilst opening up the Turnford Brook

as a green spine. A new linear park will be created along the Rags Brook valley, opening up public access for the first time. A Green Infrastructure network will be created to protect the local strategic gaps between Goffs Oak, St James and residential areas of west Cheshunt. Further accessible public open space will be designated adjacent to the new business Park at Junction 25 of the M25, providing a parkland setting for this high-quality business development.

3.36 The countryside will be protected and enhanced, with key assets such as Cheshunt Common, Cheshunt Park, Wormley Wood, Turnford Brook, and Barclay Park all protected for the enjoyment of local residents and visitors. The Local Plan provides a framework for addressing derelict glass house sites in the Green Belt, providing for small-scale self-build opportunities in cases where it can be demonstrated that further horticultural uses are no longer viable. The Local Plan establishes robust long-term Green Belt boundaries, and safeguards land for development beyond 2033 to ensure that Green Belt boundaries do not need to be altered.

3.37 The Local Plan will achieve net gains for biodiversity, with habitat enhancements at Spital Brook in the Lee Valley, and the creation of new woodlands at Brookfield Garden Village. The Local Plan requires improvements in water efficiency standards at new development in order to reduce the impact on the water environment, and seeks to manage flood risk through the requirement to consider sustainable drainage in the early stages of the design of new development.

3.38 The historic environment will be protected and enhanced through the Local Plan. Conservation Areas and listed buildings will be protected and local improvement plans will seek opportunities for local environmental enhancements. The Local Plan seeks enhancements to the setting of the Borough's Scheduled Monuments including Half Moat Manor at Bury Green, and two monuments next to Turnford Brook at Brookfield Garden Village. The new business campus at Park Plaza West will enable the Grade II listed Theobalds Park Farm to be restored and enhanced at the southern gateway to the Borough.

3.39 The Local Plan provides for improved access to the Borough's water environment with the creation of a new cycle way along the New River, which will also become a focal point for Brookfield Riverside, opening up an under-used waterside environment. The Lee Valley provides Broxbourne's premier water environment and the Local Plan provides a framework for co-operation with the Lee Valley Regional Park Authority to protect and improve the environment of the Park.

Transport Strategy

Objective: *Ensure that growth and regeneration can be safely accommodated by local roads, the A10 and the West Anglia mainline and that the Plan encourages as many journeys as possible by bus, rail, walking and cycling so that people have a safe, viable and attractive alternative to driving.*

3.40 Whilst this Plan is promoting a sustainable pattern of development and sustainable places, the growth in population and employees will create additional demands for travel. There is already congestion on the Borough's roads and that congestion will deteriorate unless people move to alternative forms of travel and/or road improvements are undertaken. This Plan promotes both and section 17 sets out in broad terms the schemes that are proposed to deliver the transport objective.

3.41 The Council has prepared a Transport Strategy which can be read alongside the Local Plan. The strategy integrates the various modes of transport and seeks to balance the competing demands on the transport networks, whilst maximising opportunities to improve the Borough's public realm, reducing severance caused by busy roads and encouraging active travel for local trips.

3.42 For Broxbourne's roads, the strategy is to minimise congestion on the A10 and local roads by promoting schemes to improve the key junctions without drawing in additional traffic from the wider strategic road network. New roads will be built to service development but the only new distributor road proposed within the Local Plan is an extension of Brookfield Lane West to the Turnford roundabout on the A10.

3.43 For rail, the strategy is to improve service frequency and capacity on the West Anglia mainline by supporting Crossrail 2, which currently proposes its northern terminus at Broxbourne, and the four tracking of the West Anglia mainline. This Plan is also promoting new stations at Turnford and at Park Plaza.

3.44 For bus travel, the strategy is to ensure that new strategic developments are connected into bus services. A new 'town service' is proposed to link the Waltham Cross and Cheshunt station to the proposed new station at Turnford via Brookfield.

3.45 For walking and cycling, the strategy is to create a network of interconnected safe routes throughout the Borough. The Council has prepared a Local Cycling and Walking Infrastructure Plan (LCWIP). This sets out a network of cycling routes, Core Walking Zones and how active travel can be promoted to the key trip generators (such as workplaces, schools, and town centres) across the borough.

Sustainable Neighbourhoods Strategy

Objective: *Ensure that growth and regeneration improves the physical quality and social and economic prosperity of neighbourhoods for residents, businesses, workers and visitors.*

3.46 In selecting locations for development within this Plan and setting out the content and detail of those developments, the Council is aiming to ensure that they are well connected into existing neighbourhoods and that they provide for the social and economic needs of the wider community. It is also seeking to ensure that new sustainable neighbourhoods are being created - for both residents and the business community. That process is inherent within the Plan and will continue through the master planning and briefing of the strategic and larger developments.

3.47 Local planning and master planning is seeking to engage sustainable planning and design principles. Where appropriate, mixed use developments are being promoted that will enable interconnection of land uses and interaction between people. That is particularly the case within the new places being created at Brookfield, Cheshunt Lakeside and Rosedale Park.

3.48 New developments are planned to be socially inclusive, with residents across the social and age spectrum. A range of market and affordable housing will provide choices for everybody from the young home maker to the elderly citizen. New residential and business neighbourhoods are planned to incorporate commercial and community facilities for the residents and businesses within them. Brookfield will provide facilities for the whole Borough. Other developments will also provide for wider catchments.

3.49 New places will be walkable and accessible by bicycle. They will be connected into bus networks and where possible they will maximise access to railway stations.

3.50 Opportunities to enable residents and workers to access indoor and outdoor leisure activities will be maximised. Brookfield will contain new indoor and outdoor leisure facilities. Rosedale Park is creating major new parkland in an area devoid of such opportunities and will strengthen the Rosedale Sports Club at its heart.

3.51 New employment areas will seek to maximise access for local residents, both in their planning and through the establishment of programmes to engage local workers.

3.52 Whilst the emphasis of this Plan is on new development, it also seeks to provide a framework for the regeneration of existing neighbourhoods. Building on the Council's recent existing regeneration plans and activities, a range of strategies and improvement plans is proposed for town centres, villages and urban estates.

3.53 By the end of the Local Plan period in 2033, Broxbourne as a whole and the towns and villages within it should be more liveable places. There will be a greater choice of places to go, more homes, more jobs, more shops and more opportunities for leisure.

Health and Wellbeing Strategy

Cycle path, Lee Valley Regional Park

Objective: Encourage active lifestyles and healthy choices through an integrated approach to active travel, clean and safe environments and enhanced access to indoor and outdoor sports, play and recreation.



3.54 This plan recognises the impact of planning and development on the long term physical and mental health of the Borough's inhabitants. New development and improvements to existing built areas will therefore include measures to address health and wellbeing issues such as obesity, inactivity, poor air quality, and social isolation through a holistic approach to planning and design.

3.55 Planning for new and existing development will address these issues through a number of key principles, namely: ensuring the emergence of walkable neighbourhoods; encouraging active travel for all ages; ensuring easy access to sports and leisure facilities; improving air quality across the Borough and around key destinations; maximising green infrastructure; and supporting the emergence of mixed, well-connected communities.

3.56 New strategic developments such as Brookfield and Rosedale Park will plan for key amenities as well as a range of indoor and outdoor sports and leisure activities within walking distance of people's homes and workplaces. Green networks will provide alternative routes for pedestrians and cyclists and electric car charging infrastructure will be required for all new residential and larger commercial development. A broad mix of uses and a well connected, high quality public realm will help facilitate the growth of social networks, while masterplanning within the wider area will strengthen borough-wide walking and cycling networks as well as improving access to Lee Valley Regional Park and the countryside.

3.57 The development and improvement of town centres, transport hubs and other key destinations will prioritise healthy placemaking through improvements to the pedestrian environment, increased green infrastructure, walking and cycling connectivity and measures to support electric car charging - beginning with a new strategy for Cheshunt Old Pond.

3.58 Opportunities will also be sought to address health and wellbeing within the Borough's existing built up areas with improvements to the Borough-wide cycle network, the establishment of a green walking and cycling corridor along the New River and improved access to local shops and health and leisure facilities.

3.59 By 2033 at the end of the Local Plan period, development in Broxbourne will have helped encourage healthier lifestyles for inhabitants throughout the borough. Levels of physical activity will have increased and strong communities and social networks developed as the result of safer, more accessible and more pleasant built and natural environments.

PART 3

PLACES

4 Sustainable Place-Making

4.1 Broxbourne is made up of a series of interconnected towns and villages set between the River Lee and Hertfordshire's southernmost hills and valleys. Although many of the settlements are now conjoined, each one retains its own distinctive character and identity.

4.2 Part 3 of the Local Plan shows how this can be achieved in practice, through policies which seek to protect and enhance that character and identity through policies which shape development in specific locations across the Borough. This part of the Local Plan includes ten Chapters covering the whole of the Borough as follows:

- Chapter 6: Brookfield
- Chapter 7: Cheshunt
- Chapter 8: Goffs Oak and St James'
- Chapter 9: Hoddesdon
- Chapter 10: Park Plaza
- Chapter 11: Waltham Cross
- Chapter 12: Wormley and Turnford
- Chapter 13: Lee Valley Regional Park
- Chapter 14: Countryside
- Chapter 15: The New River

4.3 This Local Plan proposes a number of new places. They will be connected to existing towns and villages and need to respect those relationships. However, they will also be places in their own right. This Plan establishes the framework where new development can achieve sustainable new places but also puts in place policies that seek to improve existing towns, villages and the countryside areas around them.

Policy PM1: Sustainable Place Making

New developments proposed within the Borough are required to complement existing town and villages and the countryside around them. Major developments must also establish their own identities through the implementation of sustainable place making principles.

4.4 Sustainable place-making principles are explained in the Sustainable Neighbourhoods Strategy in Chapter 3 of this Plan, but also encompass the Local Plan objectives and policies as a whole.

5 Brookfield

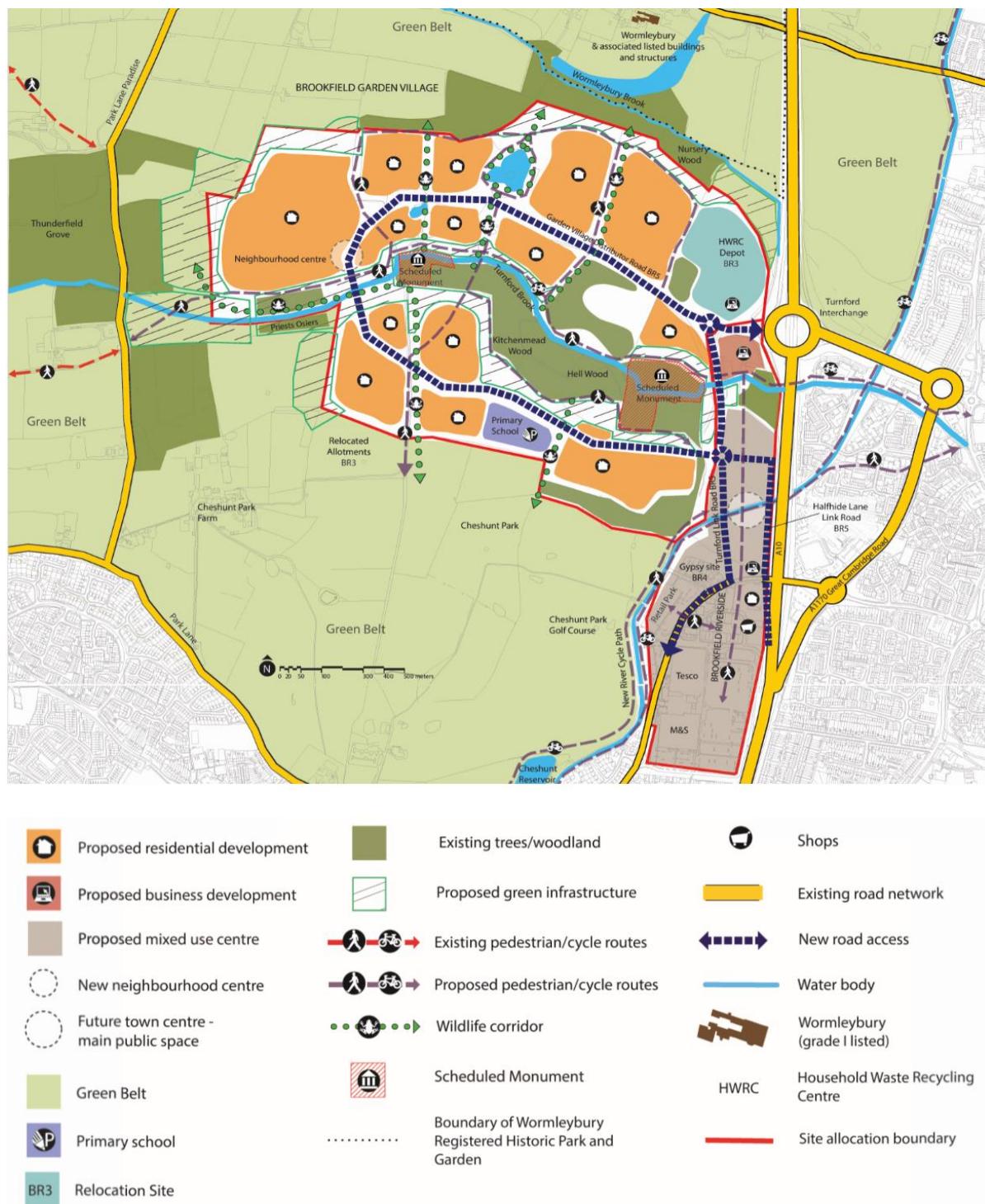
5.1 The Council plans to develop the Brookfield area as a comprehensively planned garden suburb that will encompass a retail, civic, business and leisure centre for the borough of Broxbourne, and Brookfield Garden Village. Brookfield will be home to about 5,000 people.

5.2 The Local Plan advocates the re-modelling of Brookfield as a new place for 21st century living, working and leisure in the heart of the Borough. The development is being planned to meet all of the objectives of the Local Plan. Brookfield will consist of two separate but integrated new neighbourhoods – Brookfield Riverside, which will incorporate the existing Brookfield Centre and Brookfield Retail Park, and Brookfield Garden Village.

5.3 Development at Brookfield will encompass the following principles:

1. Creation of a sustainable and integrated mixed use garden suburb that will accommodate retail, leisure, civic, housing, jobs and social facilities;
2. The creation of an identity and sense of place for Brookfield and the borough of Broxbourne;
3. To create a strengthened, cohesive, and integrated retail and leisure centre and civic hub to provide a range of jobs and facilities for the borough of Broxbourne;
4. To achieve a step change in the economy of Broxbourne and increase the attractiveness of Broxbourne as a place to live in, invest in and visit;
5. To address traffic congestion and to create sustainable patterns of movement within Brookfield and with the remainder of the Borough;
6. To achieve exceptional standards of design and sustainability; and
7. To retain and enhance the landscape, ecology, and historic environment of the Brookfield area.

Figure 3 Brookfield Riverside and Garden Village indicative Concept Plan



Brookfield Riverside

5.4 Brookfield is currently the home of the Brookfield Centre (Tescos and M&S) and the Brookfield Retail Park. These will be incorporated into an extended and cohesive new shopping, civic and leisure centre that will include shops, leisure space, civic facilities, apartments and elderly persons' accommodation within a mixed use and green environment. This development will be on the land currently occupied by the New River Trading Estate, the allotment site at Halfhide Lane, and additional land to the north of the New River as indicated on the Policies map. Subject to appraisal of the options, it may also be necessary to relocate the existing gypsy site in order to achieve the sustainable development of Brookfield.

5.5 It is anticipated that a new High Street will intersect the development and that High Street retail chains will predominate within this. At the northern end of this street will be a leisure complex that will include a cinema, other leisure facilities such as ten pin bowling, cafés and restaurants set around the New River.

Artist's impression of Brookfield Riverside



5.6 New offices/workspaces and residential apartments will be built alongside and above shops and leisure units. It is estimated that there will be approximately 250 apartments within the development. Elderly persons' homes are best located within attractive settings close to shops and facilities and Brookfield Riverside therefore provides the ideal environment to locate housing for elderly people.

5.7 The new civic centre will be the new civic heart for Broxbourne and a new public square is proposed alongside it. The Council proposes to relocate its offices from the existing Bishops College site to Brookfield and is scoping out what other facilities

could be located alongside it. It is proposed that the complex will incorporate a new medical centre that could incorporate primary care facilities for the Borough.

5.8 It is envisaged that this new development will be of a contemporary design with a mixture of building heights. There is the potential for this to include a tall landmark building or buildings. The detailed form of the development will be determined through masterplanning.

The New Town Centre

5.9 Brookfield Riverside will be characterised by a series of interconnected public spaces and squares as well as a pedestrianised shopping street creating a stimulating pedestrian environment. One of the most important spaces will be located around the New River (as indicated on the Concept Plan) where the continuity of pedestrian and cycle access requires to be maintained.

5.10 This new development combined with the existing provision will bear all the hallmarks of a town centre and Brookfield will therefore ultimately assume town centre status within the Local Plan retail hierarchy, alongside Hoddesdon and Waltham Cross. Unlike those centres which have mainly localised catchments, the predominant catchment for Brookfield will be the borough of Broxbourne. Like the existing and very successful Brookfield Retail Park and Brookfield Centre, the new Brookfield will cross existing Broxbourne catchments but will meet evidenced needs that cannot be fulfilled within the existing town centres. This will recapture unsustainable trips to centres outside the Borough being made by many Broxbourne residents and prospectively reduce overall trips through the most congested road junctions in the Borough.

5.11 Whilst Brookfield is ultimately proposed to assume town centre status within the hierarchy, it will not be afforded unrestricted floorspace limits. On the contrary, retail and leisure floorspace will be strictly limited in accordance with Policy BR1 below.

5.12 Being at the heart of the Borough, adjacent to a mix of facilities and within an exceptional working environment, Brookfield is ideally situated to attract new businesses. It is anticipated that these new businesses will be accommodated within the main retail, civic and leisure areas and on land immediately to the north to provide an attractive gateway into Brookfield from the Turnford interchange.

Policy BR1: Brookfield Riverside

I. Brookfield Riverside will provide up to 19,000 square metres* net comparison retail floorspace; approximately 3,500 square metres convenience floorspace; up to 10,000 square metres of leisure floorspace; approximately 12,500 square metres local office floorspace; approximately 250 new homes (40% of which should be affordable); elderly persons' accommodation; and a civic centre.

II. Upon implementation Brookfield Riverside will assume town centre status and

ultimately be designated as a town centre in accordance with policy RTC1. Therefore the design, layout and scale of development should ensure that the uses proposed in part I, along with the existing retail, create a new high quality town centre. This will require the following:

- a) a high density mix of civic uses, retail and leisure, including office and residential development above, to maximise street-level pedestrian activity and the night-time economy;
- b) clearly defined character areas and landmark structures to create a strong sense of identity and assist with navigation;
- c) creation of at least two major linked public spaces, one of which should be focused on the New River;
- d) car parking to meet the needs of the development;
- e) exceptional quality public realm including extensive planting and landscaping;
- f) integration with the existing retail offer, both in terms of the orientation and layout of development and in terms of connectivity and movement as set out in Policy BR5; and
- g) the scale and type of new retail units should complement the existing shops to create an overall mix that would ensure the vitality and viability of the proposed town centre.

III. Relocation sites for the Halfhide Lane allotments, Council depot and household waste recycling centre will be provided in accordance with policy BR3, and if necessary and justified a site for the relocation of the existing Halfhide Lane gypsy site will also be provided in accordance with policy BR4.

IV. Development proposals within Brookfield Riverside must be in accordance with the requirements set out in Policies BR5, BR6, and BR7.

*This is inclusive of 2,000 square metres net comparison retail floorspace that has been granted planning permission at Brookfield Retail Park.

Brookfield Garden Village

5.13 Beyond Brookfield Riverside, the Turnford Brook runs westwards through Hell Wood. The land to the north and south of Hell Wood has been the subject of past mineral workings and inert landfill. Whilst this land does extend into the Green Belt, it is relatively low lying and forms a natural amphitheatre that is well screened from surrounding landscapes by mature woodland and shelter belts. It represents an exceptional opportunity to create a garden village of around 1,250 new homes.

5.14 The proposed northern and southern boundaries of this village are well defined by woodland bordering the Wormleybury Brook and Cheshunt Park which will be extended to form defensible boundaries for the new Green Belt edge. The western and southern edges of the village are less well defined. However, the land rises sharply at these junctures and it is proposed to plant these slopes with native trees as a publicly accessible community woodland, to create a new and sustainable Green Belt edge, enabling the village to “bleed” into the countryside beyond.

5.15 As indicated by the dark blue dashed line on Figure 3, a tree lined boulevard (the Garden Village distributor road) will extend westwards from the Turnford interchange and loop around the top of Hell Wood to link back into the new Turnford link road. The village will be developed around the distributor road.

5.16 Variations in density of development across the site will need to reflect the findings of the Heritage Impact Assessment as set out in Policy BR6. Subject to that assessment, it is anticipated that the middle and western parts of the village will be mainly characterised by family homes at low to medium densities. Two storey semi-detached and detached houses will predominate. Closer to Brookfield Riverside (and subject to the findings of the Heritage Impact Assessment), densities will be higher with more terraced/affordable homes, town houses and apartments. It is likely that these will mainly be of two and three storeys.

Artist's impression of Brookfield Garden Village



5.17 The village will look to Brookfield Riverside for certain facilities but is also expected to contain a local shop(s), a new primary school and local areas for play and relaxation.

5.18 The village must exhibit exceptional standards of design and landscaping, representative of the garden village approach and the sylvan setting. The Brookfield

area as a whole must also be master planned to protect and enhance the biodiversity of the area. This includes Hell Wood and the valley of the Turnford Brook which will be protected and enhanced (see policy BR6 below). The village and its landscape will be covered by a detailed management plan.

Policy BR2: Brookfield Garden Village

- I. Subject to meeting the requirements of policy BR6, Brookfield Garden Village is expected to provide approximately 1,250 new homes (40% of which should be affordable); elderly persons' accommodation; a primary school providing 3 forms of entry; open space for leisure and recreation; and a neighbourhood centre containing local shop(s) and facilities, as shown on the Concept Plan.
- II. In accordance with policy BR3, the garden village will accommodate the relocated Halfhide Lane allotments as shown on the Concept Plan, and if necessary the relocated Halfhide Lane gypsy site in accordance with policy BR4.
- III. Development proposals within Brookfield Garden Village must be in accordance with the requirements set out in Policies BR5, BR6, and BR7.

Relocated Uses

5.19 The development of Brookfield Riverside will necessitate the relocation of some existing land uses. These are:

1. New River Trading Estate – this is owned by the Council and existing businesses are on short term leases. The Council will consider each of those businesses on a case by case basis.
2. Broxbourne Depot – a new location is identified as shown on the Concept Plan.
3. Household Waste Recycling Centre (HWRC) – a new location is identified as shown on the Concept Plan.
4. Halfhide Lane allotments – a new location for the allotments is allocated on the Policies map north of Cheshunt Park. This land remains within the Green Belt.

Policy BR3: Brookfield Relocations

In order to achieve the development of Brookfield Riverside, existing land uses within the proposed development area will be relocated as follows:

- a) the Halfhide Lane allotments will be relocated adjacent to Brookfield Garden Village north of Cheshunt Park as shown on the concept plan;
- b) the Council depot and the household waste recycling centre will be relocated

from the New River Trading estate to a location north of the Turnford interchange as shown on the Concept Plan.

Halfhide Lane Gypsy Site

5.20 Initial masterplanning work has indicated a likely need to relocate the existing gypsy site on Halfhide Lane in order to achieve the sustainable development of Brookfield Riverside. The need for this relocation requires to be demonstrated through the detailed master planning of Brookfield Riverside, and assessment of the alignment of the Turnford Link Road. In the event that relocation is demonstrated to be necessary, a replacement site will be provided within the Garden Village in accordance with part II of policy BR4.

Policy BR4: Halfhide Lane Gypsy Site

I. An assessment of options for a link road between Halfhide Lane and the Turnford Interchange to inform the masterplanning process should be undertaken. The assessment should determine whether or not an appropriate link road can be delivered, and the sustainable development of Brookfield Riverside achieved in accordance with policy BR1, without necessitating the relocation of the existing Gypsy site.

II. If the assessment in part I of this policy concludes that relocation is essential, an assessment of options for a replacement site within the Garden Village should be undertaken in accordance with the following criteria:

- i. Site requirements including the ability to meet the identified future accommodation needs and provision of a suitable paddock area;
- ii. accessibility to services and facilities including the potential to provide safe and convenient walking and cycling connections;
- iii. deliverability of the site;
- iv. constraints including air quality, heritage, ecology, noise, landscape and topography, flood risk, drainage, ground conditions, and utilities provision;
- v. compatibility with neighbouring uses including integration within the wider masterplan for Brookfield;
- vi. impacts on the amenity of existing site residents; and
- vii. the ability of potential mitigations to satisfactorily address any of the above.

III. The foregoing assessments should be undertaken in consultation with the Halfhide Lane residents and other interested parties.

Transport and Movement in the Brookfield Area

5.21 The Broxbourne Transport Strategy sets out a package of area-based schemes across the borough, including measures for highways, parking, public transport, ‘smarter choices’ (for example travel planning) and walking and cycling. A brief overview of those schemes for the Brookfield area is provided below. A full list of potential transport interventions is provided in Appendix A to the Broxbourne Transport Strategy.

5.22 Brookfield will incorporate a new link road between the Brookfield Interchange and the Turnford Interchange (the Turnford Link Road) which will service the overall development and provide a new and direct link between West Cheshunt and the A10 as well as providing access to the Garden Village. The currently proposed road network is indicated on the Concept Plan above. This will enable the continuation of east to west traffic movement through the diversion of Halfhide Lane around the northern side of the development. Master planning may ultimately deliver an alternative road layout.

5.23 The new expanded Brookfield needs to be accessible by public transport for the majority of households in Broxbourne. Real time bus information will be provided at bus stops at central locations. A new service is proposed to link Brookfield with Waltham Cross. It is anticipated that this will run at 20 minute intervals.

5.24 The ability to easily walk within and between the different components of Brookfield, including the existing Brookfield Centre, Brookfield Retail Park and Brookfield Garden Village, is critical. Walking and cycling connectivity within the development and between surrounding population catchments is an important element of master planning.

5.25 Whilst it will be accessible to public transport, Brookfield Riverside will require new car parks. It is not anticipated that they will rise above four levels. To avoid severance within Brookfield and to provide an element of noise screening, it is anticipated that the new car parks will be located along the A10 boundary.

Policy BR5: Transport and Movement in the Brookfield area

- I) The following highway interventions require early delivery as part of the comprehensive development of Brookfield Riverside and Brookfield Garden Village:
 - a) construction of a Halfhide Lane to Turnford Interchange link road (the ‘Turnford Link Road’), together with provision of a new western arm at the A10 Turnford Interchange, as shown on the Concept Plan. The road design and layout will facilitate safe pedestrian and cycle crossings between the

Garden Village, Riverside, Brookfield Retail Park and Brookfield Centre. The alignment of the road will be determined in accordance with Policies BR4 and BR6;

- b) The Garden Village distributor road, which should take the form of a tree-lined boulevard providing access to all parts of the development for buses, bicycles and private vehicles. The alignment and design of the road will ensure multiple safe crossing points for people and for wildlife at key desire lines, as well as preserving mature trees; and

II) Sustainable transport and modal shift will be facilitated through provision of the following:

- a) a frequent bus service through the development connecting with Cheshunt station, Waltham Cross, and Hertford Regional College;
- b) pleasant and safe pedestrian links to ensure integration within the town centre environment, including with the existing retail park; with Brookfield Garden Village and with existing residential areas on both sides of the A10; and
- c) new cycle paths east-west under the A10 at Turnford Brook, the New River, and at Halfhide Lane; to the Garden Village; and along the New River to existing residential areas of west Cheshunt.

III) Other measures should be provided in accordance with the Broxbourne Transport Strategy and Policy INF2.

The Environment and Landscape of the Brookfield Area

5.26 Surveys indicate the presence of protected species, including badgers, within and adjacent to Brookfield Garden Village. Planning applications should address a number of factors including: the extent and form of built development as it affects wildlife; the scale and design of wildlife corridors and buffer areas; limitations on public access to sensitive areas; appropriate lighting and planting to provide natural cover and protection for local fauna; access to foraging areas; design of the Garden Village distributor road (including wildlife tunnels and traffic calming and/or other measures to reduce conflict between road users and wildlife). It is expected that these measures will be enforced through the use of planning conditions and that a wildlife and ecology management plan will be put in place to protect valuable species and habitats both during and after construction.

5.27 In relation to the historic environment, there are two scheduled monuments within the woodland along Turnford Brook, as shown on the Concept Plan and Policies Map, both of which are screened from the wider development by trees. Perriors Manor lies to the western end of the wood and the Hell Wood moated site and enclosure lies at the eastern end of the wood near the Brookfield Riverside.

Wormleybury Registered Historic Park and Garden is located along the northern edge of the Garden Village site and contains the grade I listed Wormleybury house and associated listed structures. The boundaries of these sites are shown on the Concept Plan and also on the Policies Map.

5.28 Planning applications will be required to conserve or enhance these heritage assets and their setting, and to ensure appropriate design and layout of development. The indicative location of green infrastructure, which could help to protect the significance of historic assets, is shown on the Concept Plan. The nature and extent of green infrastructure and development areas, along with potential mitigation measures, will be informed by the findings of a heritage impact assessment². Development on the elevated parts of the site to the south of the heritage assets at Wormleybury should conserve their setting.

5.29 The location and scale of the buffers, wildlife corridors, community woodland, footpaths and development areas shown on the Concept Plan are indicative. The final layout and design of developed and undeveloped areas should be determined with regard to robust assessment as part of planning applications. Supporting evidence will need to be supplied with applications, for example evidence from the biodiversity impact metric will be required to demonstrate net gain in accordance with policy NEB1.

5.30 Public access to existing and proposed woodland, wildlife corridors and green infrastructure should have regard to the objectives relating to heritage assets and biodiversity. This will be achieved by incorporating the findings of a heritage impact assessment and a biodiversity assessment into planning of the layout and landscaping of development and future management.

5.31 Applications should indicate how net gains can be provided for biodiversity across the site, which may require restrictions on public access in some locations where biodiversity gains can best be achieved. Public access to Cheshunt Park should be designed so as to minimise conflict with wildlife corridors, either by identifying alternative public access points to the Park or by providing appropriate mitigations. Applications should also indicate how the historic environment can be preserved at Wormleybury, and how the significance of the scheduled monuments of Perrior's Manor and the moated house can be better revealed.

² Further information is provided in Historic England Good Practice Advice Note 1: Local Plan Making and Good Practice Advice Note 3: Setting and Views.

Policy BR6: The Environment and Landscape of the Brookfield Area

Natural Environment

- I. Development should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks. Planning applications should demonstrate how evidence has informed the extent of the development, including the layout and design of wildlife corridors, and appropriate measures for undeveloped areas, in particular to provide for the continued occupation of active badger setts within and in the vicinity of Brookfield Garden Village.

Historic Environment

- II. A heritage impact assessment will be undertaken to inform the masterplanning process for Brookfield Garden Village and road layout. This should identify the significance of all relevant heritage assets and their settings and be used to help determine the detailed extent, scale, density, layout and landscaping of development and mitigation measures necessary to prevent harm.

Landscape

- III. New community woodland will mitigate any visual impacts on the wider countryside, and the valley of the Turnford Brook will form an important piece of strategic green infrastructure in accordance with policy NEB3. Natural and semi-natural greenspace will be provided through a masterplan-led approach, and should maximise benefits to the natural and historic environment.

Master Planning

5.32 Brookfield is subject to an overall master plan being developed by the Council. That master plan is indicated in conceptual form above. It will ensure that different land interests are resolved and connected.

5.33 The Council's overall master plan is being informed by separate detailed master plans for Brookfield Riverside and Brookfield Garden Village.

Policy BR7: Integrated development of Brookfield

- I. Brookfield will be developed as a sustainable and integrated garden suburb in accordance with the requirements set out in policies BR1, BR2, BR3, BR4, BR5, and BR6 to be incorporated within integrated master plans.
- II. The Brookfield area, as shown in Figure 3, will be subject to a masterplan covering the whole area, setting out the quantum and distribution of land uses; access; sustainable high quality design and layout principles; necessary infrastructure; the relationship between the site and other adjacent and nearby land uses; landscape, heritage and biodiversity assets; and other relevant matters.
- III. In order to ensure that the area is planned and delivered comprehensively, any application for development on all/part of the Brookfield area will be assessed against its contribution to the overall comprehensive masterplan for Brookfield.
- IV. If necessary, compulsory purchase will be pursued by the Council.

6 Broxbourne

6.1 The historic coaching village of Broxbourne that gives its name to the Borough is now largely suburban in nature. It retains a vibrant local centre, popular schools and highly attractive environs set around the New River and the Lee Valley Regional Park. The current population is approximately 10,700 and this is expected to remain relatively stable to 2033.

Village Improvement Plan

6.2 The popular village centre is home to numerous local shops, pubs and restaurants but the streetscape would benefit from environmental improvements. There are also opportunities to improve the village green, local parks and footpaths. The Council will engage with the local community to identify, design, prioritise and seek funding for local projects that will improve the village. The boundaries of the improvement plan area will be defined in consultation with the local community.

Policy BX1: Broxbourne Village

- I. The Council will work with the local community to produce an improvement plan Supplementary Planning Document for the village of Broxbourne. Development proposals should have regard to the SPD, once adopted.
- II. Proposals that improve the environmental quality and attractiveness of Broxbourne village, including in terms of streetscape, open spaces, historic environment (including the Conservation Area) and accessibility on foot and by bicycle, will be supported.

Broxbourne Station and Environs

Broxbourne Station and the New River

6.3 Broxbourne Station (Grade II listed) is currently proposed to be the northern terminus of Crossrail 2. The Council will be working with Transport for London and Network Rail to plan out the infrastructure necessary to support this. It will also work with the Lee Valley Regional Park Authority to consider the development potential of the lands on the east side of the station within the Lee Valley Regional Park.



6.4 The Council and the Park Authority have previously collaborated to produce a development brief to enable the development of the former leisure pool site for recreational activities. Since that time, very limited interest has been shown in taking forward development of the site. The brief had previously ruled out housing as an element of a new development. However, it is now considered that some residential

development could be justified if it enabled the overall improvement of the Park in this location.

6.5 The Spitalbrook area to the north of Nazeing Road had been identified as the original site for the Lee Valley White Water Centre. However, this was abandoned because of contamination from historic landfill. The site now sits as a largely inaccessible area of un-reclaimed dereliction and scrubland. Spitalbrook has clear potential for regeneration and the creation of new wildlife habitat with limited expenditure on land reclamation. The station, the former Leisure Pool site, and Spitalbrook, are all located together at an important Park Gateway (see section 13 policy LV5).

Policy BX2: Broxbourne Station and Environs

- I. The Council will produce an Area Action Plan to review options for the development and use of land at Broxbourne Station and environs in the context of Crossrail 2.
- II. Development proposals within this area should consider the potential to enhance the setting of the listed station building and conserve the adjoining Conservation Area as well as providing net biodiversity gains in accordance with policy NEB1.

Gas Distribution Station

6.6 A particular opportunity has been identified at the disused gas distribution station north of Broxbourne Station. Removal of the existing derelict structures will improve the visual amenity of the area.

Policy BX3: Gas Distribution Station

The former Gas Distribution Station north of Broxbourne station will accommodate approximately 35 dwellings. Vehicular access will be provided from Admiral's Walk adjacent to the railway line.

Broxbourne School

6.7 Broxbourne School is proposing to redevelop its school buildings on the site of the existing school playing fields. This would be enabled through a housing development on the site of the current school buildings. Outline planning permission has now been granted for up to 153 new homes, new school buildings and extended playing fields and leisure facilities which will be used by the wider community. An indicative concept plan for Broxbourne School is included in Appendix E, showing the location of the Conservation Area and the Grade II listed buildings on Broxbourne High Road. As shown on the Policies Map, the land containing both the residential development and the relocated school buildings is removed from the Green Belt.

Policy BX4: Broxbourne School

Land at Broxbourne School will accommodate approximately 150 homes and provide a high quality replacement 8FE secondary school together with playing fields and pitches on land to the south of the residential allocation. Development should ensure that the historic environment in the vicinity of the site is conserved.

Schools and Health Centres

6.8 Broxbourne lies within the Hoddesdon Educational Planning Area. It is anticipated that given the proposals for a new primary school and the potential for other primary schools in the area will provide sufficient primary capacity. Hertfordshire County Council forecasts that there is sufficient secondary school capacity in this area during the plan period. Broxbourne also looks to Hoddesdon for healthcare facilities. Following the relocation of the Amwell Street Surgery into the Fawkon Walk health centre, no new health facilities are envisaged within Hoddesdon during the Plan period. Schools and health policies are contained in Part 4: Infrastructure and Planning Obligations.

7 Cheshunt

7.1 Cheshunt expanded rapidly in the later decades of the 20th century, conjoining a number of separate villages into an extensive residential area to either side of the A10. The town's current population is estimated to be 40,700 and this is expected to increase to approximately 50,700 by 2033 as a result of significant new developments at Brookfield, Rosedale Park and Cheshunt Lakeside. Beyond these major development areas which are subject to separate policies, nine areas of Cheshunt are the focus of the Local Plan: Delamare Road (Cheshunt Lakeside); Rosedale Park; Cheshunt Old Pond; the Old Cambridge Road corridor; Cheshunt Football Club/Albury Ride; Bury Green/Churchgate; Hammondstreet; Cedars Park; and Cheshunt Park.

Cheshunt Lakeside (Delamare Road)

7.2 Running parallel with the West Anglia main railway line and immediately to the north of Cheshunt Station, Delamare Road connects Windmill Lane and Cadmore Lane in Cheshunt. The departure of Tesco from its Delamare Road buildings together with the Government's confirmation that it intends to pursue Crossrail 2 present the Council with an opportunity to deliver the regeneration of this area.

7.3 The Council proposes to create a new urban village centred around the Tesco lands. This will be a mixed use development containing approximately 1,750 new homes within an apartment village that will extend from Windmill Lane to Cadmore Lane.

7.4 The plans also encompass business uses, the strengthening of the local centre along Windmill Lane around a new plaza opposite Cheshunt Station, and a site for a primary school. Delamare Road would remain as the central spine of the new community which would have immediately accessible train and bus connections to London and Broxbourne. The Council has termed this new village 'Cheshunt Lakeside', reflecting its location adjacent to the Lee Valley Regional Park.

7.5 The Council appreciates that these proposals will impact on a large number of existing homes and businesses. The Council is working with developers and the community to finalise a master plan for Cheshunt Lakeside. It will then assist developers to purchase the interests required to deliver a cohesive new place. It

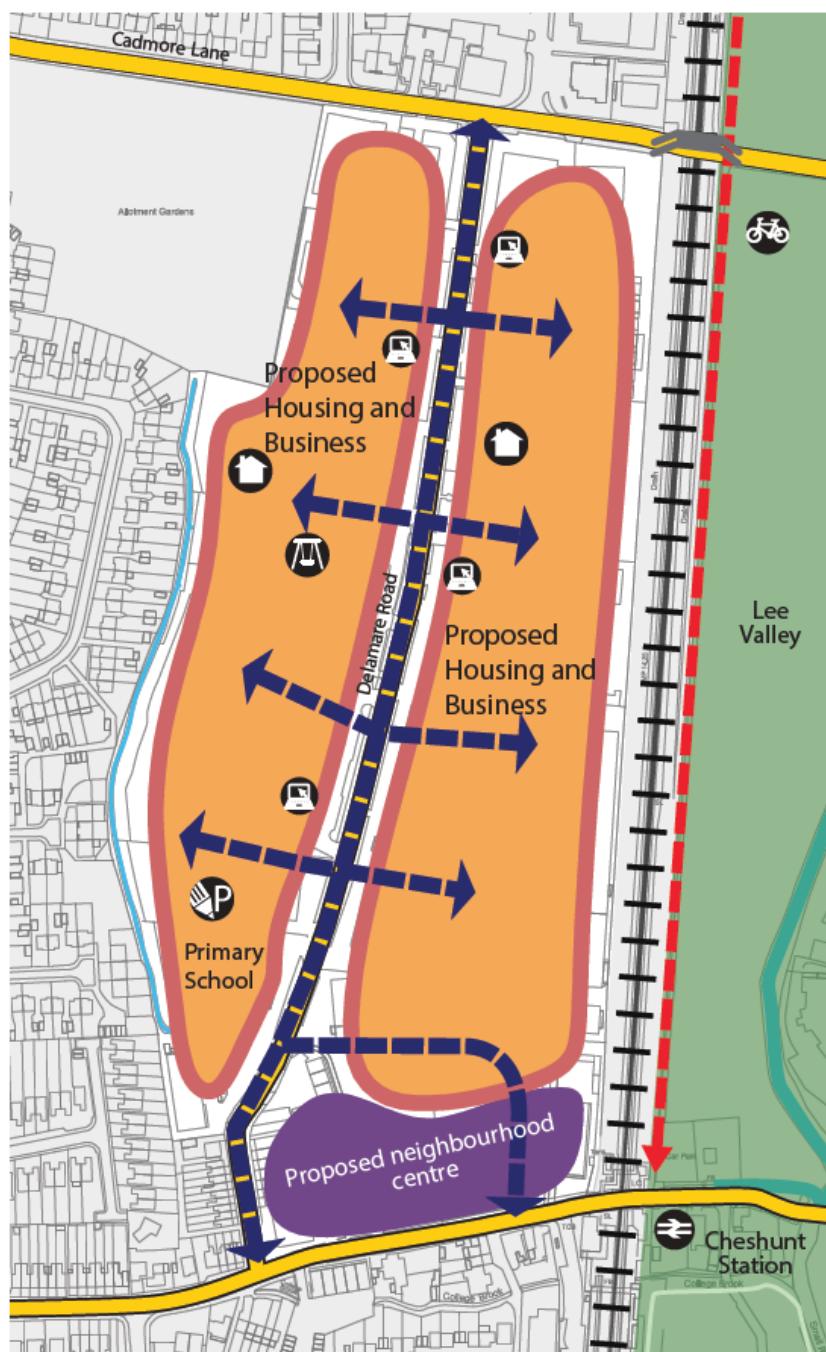
Artist's impression of the plaza at Cheshunt Lakeside



will also assist those businesses and individuals affected by redevelopment to relocate to alternative premises.

7.6 There is likely to be a significant lead in time to the development of the first properties and it is anticipated that most of the new homes will be delivered between 2020 and 2028.

Figure 4 Cheshunt Lakeside indicative Concept Plan



Policy CH1: Cheshunt Lakeside

Cheshunt Lakeside will be developed as a new mixed use urban village to accommodate:

1. c. 1,750 new homes;
2. 40% affordable homes;
3. Buildings limited to a maximum of 8 storeys in height;
4. Elderly persons' accommodation;
5. Approximately 20,000 square metres of business space to accommodate existing businesses within the allocated land area that could be satisfactorily located within the proposed mixed use urban village, new business start-ups and additional business space;
6. A neighbourhood centre, situated along Windmill Lane, connecting Cheshunt Lakeside to Cheshunt Railway Station;
7. A two form of entry primary school;
8. Landscaped open space; and
9. Relocation of Network Rail depot.

A section 106 agreement will accompany a future planning permission and proportionate contributions will be allocated to priorities within the Infrastructure Delivery Plan.

Cheshunt Lakeside is to be developed in accordance with a comprehensive master plan. Incremental development of the area will be resisted.

The Council will work in partnership with Natural England, the Lee Valley Regional Park Authority and the developers of Cheshunt Lakeside to agree a mitigation strategy containing a range of on site and off site measures to mitigate the effect of the development on the qualifying interests of the Lee Valley Special Protection Area. The mitigation strategy will be in place by the time of grant of any planning permission for the development. Proposals must also satisfy the requirements set out in Policy NEB2: Wildlife Sites.

If necessary, compulsory purchase will be pursued by the Council.

Cheshunt Lakeside and the Lee Valley Special Protection Area

7.7 Under the Conservation of Habitats and Species Regulations 2010, the Council is required to consider the impacts of a plan or project on any European site. The Habitats Regulations Assessment (HRA) process requires detailed consideration of the potential effects of the plan or project, by itself or in-combination with other similar plans or projects, on the conservation objectives of a site, commonly called an 'appropriate assessment'. Any adverse effect on the qualifying features of the site must be avoided or mitigated, if the further stages in the Habitat Regulations Assessment process – onerous tests that most proposals are unable to satisfy – are to be avoided.

7.8 As explained in relation to Policy NEB2, the Council has carried out an HRA of this plan. That assessment found that the proximity of the proposed Cheshunt

Lakeside development less than 400 metres from the Special Protection Area (SPA) was likely to have an adverse effect on the qualifying interests of the SPA (Bittern, Gadwall and Shoveler), unless mitigation measures were put in place. In considering any application, the Council will need to be satisfied that the development provides sufficient mitigation, in accordance with the mitigation hierarchy in Policy NEB1 and the provisions of Policy NEB2, to ensure that no adverse effect on the Lee Valley SPA arises. This is likely to require the provision of access to sufficient on-site recreational open space and amenity space to meet the day to day needs of residents, as well as off-site mitigation measures such as the provision of habitat for qualifying species, and improved visitor management infrastructure such as information signs and paths which encourage activity away from the qualifying interests. The HRA (including the proposed mitigation measures), together with the Mitigation Strategy prepared to accompany the outline planning permission for Cheshunt Lakeside (which contains more detailed information), are available on the Council's website at www.broxbourne.gov.uk/neb.

Rosedale Park

7.9 West Cheshunt and Rosedale have expanded in largely incremental fashion over the last 30 years through the successive redevelopment of former glasshouses to the west of the A10. The area is for the most part a harmonious living environment but lacks cohesion, completeness and sense of identity. Rags Brook is an attractive but largely inaccessible valley that separates Hammondstreet from Rosedale and St James' Village. Rosedale Park South is a large area of semi derelict glass houses. Between these areas is Rosedale Sports Club. The inter mixing of town and countryside with little interaction between either represents an opportunity to create new and expanded developments around a newly created park that protects the long term future of Rosedale Sports Club at the heart of those residential areas; and that retains the inherent landscape and ecological qualities of the Rags Valley as well as the integrity of established residential areas, whilst providing extensive public access throughout the area. The new development and parkland proposed to be created is collectively termed Rosedale Park.

7.10 In total, the new residential development is expected to contain c. 790 new homes (including affordable housing) plus elderly persons' accommodation. Most of the new homes will be houses with a limited number of apartments. The development will include a primary school on land to the north of Andrews Lane. This will be part of a local centre that will contain shops and community facilities.

7.11 Most of the land is under option to Crest Nicholson and Commercial Estates Group and the two companies have been working with the Council to produce a comprehensive master plan for Rosedale Park. That masterplan now forms the basis of planning applications that will complete the masterplan. South of Andrews Lane and East of Burton Lane the Council is seeking to deliver a key piece of strategic Green Infrastructure (the 'St James' Green Link') which will provide a pedestrian connection through a green corridor planted with trees and including areas of informal open space. It is anticipated that Rosedale Park will be developed over an 8 year period between 2018 and 2026.

Policy CH2: Rosedale Park

Rosedale Park will be developed as a series of interlinked new suburban parkland communities as follows:

Rosedale Park South (Tudor Nursery and environs)

1. Approximately 360 new homes;
2. including a retirement 'village';
3. 40% affordable homes;
4. Low density parkland development between the nursery and the existing urban boundary;
5. No more than 5% to be apartments;
6. A local shop;
7. Landscaped open space;
8. Parkland and green areas;
9. Extensive pedestrian connections, in particular to the proposed primary school in the Rags Valley; and
10. Conservation of the setting of listed buildings on Burton Lane and Goffs Lane through appropriate design and layout.

South of Andrews Lane and East of Burton Lane

1. Approximately 60 homes;
2. 40% affordable homes;
3. Provision of the St James' Green Link;
4. Pedestrian connection(s) to Rosedale Park North and South.

Rosedale Park North (Rags Valley)

1. Approximately 380 new homes;
2. Sensitivity to valley setting and views;
3. including elderly persons accommodation;
4. 40% affordable homes;
5. No more than 5% to be apartments;
6. Two form of entry primary school;
7. Andrews Lane to become a local access route only;
8. Extensive pedestrian connections including with Tudor Nursery.

Rags Brook Park

1. Fully accessible public park between Rosedale Way and Burton Lane with multiple connections to Andrews Lane, Peakes Way and Goffs Lane;
2. Net gains in biodiversity across the development;
3. Extensive tree planting throughout the development;
4. Expansion of Rosedale Sports Club;
5. Enhanced facilities at Rosedale Sports Club in accordance with a masterplan.

Section 106 agreements will accompany future planning permissions. These will finance the provision and maintenance of all on site infrastructure in full. Proportionate contributions will also be allocated to off-site priorities within the Infrastructure Delivery Plan.

Rosedale Park is to be developed in accordance with a comprehensive master plan. Incremental development of the area will be resisted.

If necessary, compulsory purchase will be pursued by the Council to assist in the timely and high quality delivery of the development.

Figure 5 Rosedale Park indicative Concept Plan



Cheshunt Old Pond

7.12 The Old Pond District Centre is Cheshunt's traditional shopping area but now plays a mainly localised role in serving its immediate catchment population. There are few vacancies within the centre and it is relatively vibrant. However, it is dominated by traffic and the street environment is poor.

7.13 Proposals for new development should have regard to the Council's Cheshunt Old Pond Strategy in accordance with Policy RTC2: Development within town, district and local centres, neighbourhood centres and parades (see Chapter 23: Retail and Town Centres). The main focus of the Strategy is on how the Old Pond can be made a better place to do business, to visit and to live in. The strategy looks to improve the local environment and streetscene, enhancing the local environment in part through improvements to Grundy Park, creation of new and improved public spaces, and conserving the historic environment, including in relation to the listed buildings on College Road and the listed and locally listed buildings on Turners Hill. Development opportunities within the Old Pond are limited and this Local Plan is not proposing any major developments. However, the Strategy will consider opportunities for new development alongside consideration as to how the Old Pond can be made a better place to do business, to visit and to live in.

The Fountain at Cheshunt Old Pond



Policy CH3: Cheshunt Old Pond

The Council will support proposals which accord with the following priorities for the district centre:

1. Public realm improvements to create an attractive and accessible environment for pedestrians and cyclists whilst enabling the circulation of vehicular traffic;
2. Provision of a diverse retail, services, food and drink offering;
3. Improvements to Grundy Park at Turners Hill;
4. Provision of a street market and events programme;
5. Parking improvements.
6. Townscape improvements including conservation and wherever possible enhancement of historic assets and their settings.

The Old Cambridge Road Corridor

7.14 The A1170 corridor from Turner's Hill to Waltham Cross is characterised by some fine historic buildings but the overall street environment is poor. The Council proposes to produce a strategy to address the environmental and traffic issues within the corridor. This strategy will consider:

1. How pedestrians, cyclists, cars and buses will be safely accommodated within an enhanced street environment
2. The scope for improvements to buildings along the corridor.

Policy CH4: Old Cambridge Road Corridor

- I. The Council will produce an improvement plan Supplementary Planning Document for the Old Cambridge Road corridor between Turners Hill and Waltham Cross. Development proposals should have regard to the SPD, once adopted.
- II. Proposals that improve the environmental quality and attractiveness of the Old Cambridge Road Corridor, including in terms of streetscape, historic environment, and accessibility on foot or by bicycle, will be supported.

Cheshunt Park and Cedars Park

7.15 The 40-hectare Cheshunt Park and local nature reserve is made up of woodland, grassland, hedgerows and meadows. It contains a network of paths and most of the Park is used for informal recreational activities. The eastern side of the Park is home to Cheshunt Golf Club as well as a skate park and playground. The Council is examining the opportunity to introduce further commercial leisure activities into the Park.

Policy CH5: Cheshunt Park

Cheshunt Park will continue to be protected for leisure and compatible uses. Any intensification of leisure activities within the Park will be required to respect the parkland landscape and strike an appropriate balance between informal and formal recreational use.

7.16 Cedars Park is the site of the 16th-century Theobalds Palace, the remains of which are a Scheduled Monument. The Council has undertaken widespread improvements to the Park in recent years to conserve and promote its heritage.

Policy CH6: Cedars Park

Cedars Park will continue to be protected as a leisure destination and an historic and archaeological asset.

Cheshunt Football Club/Albury Farm

7.17 Cheshunt FC is proposing to progressively redevelop the stadium for sporting, commercial and community activities. This development would be financed through the construction and sale of new homes around the stadium and between the stadium and the existing urban edge at Montayne Road. The Council is supportive in principle of this development. As shown on the Concept Plan, the existing tree belt along Theobalds Lane will preserve the setting of the listed structures and scheduled monument at Cedars Park.

7.18 The land to the north of Cheshunt FC is occupied by Albury Farm and the Cheshunt Club. Policy INF11 of this Plan allocates an area to the east of the farm for a new primary school. Albury Farm and the Cheshunt Rifle Club will continue in their present use. The Cheshunt Club is working with Hertfordshire County Council to prepare a masterplan with the aim of improving its existing sports facilities through a land swap, as well as facilitating the primary school provision. This proposal may involve a very limited amount of residential development, although the location and quantum of this has yet to be determined.

Policy CH7: Cheshunt Football Club

Cheshunt Football Club will be developed as a mixed sporting, community, commercial and residential development comprising:

1. Enhanced facilities and football stadium;
2. A development of approximately 4,000 square metres net floorspace for community, business, leisure and ancillary retail uses;
3. Approximately 165 new homes.

The site will be developed in accordance with a comprehensive masterplan. Incremental development of the area will be resisted.

7.19 In order to retain openness along the A10 approach into Cheshunt, it is considered desirable to provide long-term certainty regarding the area around Albury Farm, which is designated a 'Landscape Protection Zone'.

Policy CH8: Albury Farm Landscape Protection Zone

- I. The area indicated on the Policies Map will be protected from development other than ancillary buildings or structures which
 - a) are demonstrated to be necessary to the effective implementation of any of the uses contained in Part II of this policy; and
 - b) are designed and sited to ensure consistency with the objective of retaining openness along the A10.

II. Acceptable land uses within this zone could include any of the following:

- a) agriculture;
- b) sport and recreation facilities, including playing pitches, sports fields, parks and other open spaces;
- c) allotments;
- d) cemeteries;
- e) wildlife habitat creation;
- f) any other land uses which do not compromise the openness of the landscape.



Figure 6 Albury area indicative Concept Plan



Bury Green and Churchgate

7.20 Bury Green and Churchgate are largely residential suburbs of Cheshunt. The western limits of the built up area are enclosed by Lieutenant Ellis Way and most of the undeveloped land to the east of this road has remained in the Green Belt. It is now proposed that Lieutenant Ellis Way will form Cheshunt's south-western Green Belt edge with clarity to be provided on the future of the remaining areas of undeveloped land within Bury Green and Churchgate. One development site has been identified in the south of Bury Green, at Theobald's Brook Field, and three in the south, at the former eastern playing fields of St Mary's school, land east of Dark Lane, and land north of Bonney Grove.

Policy CH9: Theobald's Brook Field

Theobald's Brook Field is allocated for 90 homes, 40% of which should be affordable.

7.21 Bury Green is notable for the presence of a number of historic assets, including part of the route of the former Ermine Street Roman road (now Dark Lane) as well as a fine example of a moated house which is considered to be the remains of Cheshunt Manor.

Policy CH10: East of Dark Lane

East of Dark Lane is allocated for 50 homes, 40% of which should be affordable. Development should conserve the setting of the Half Moat Manor Scheduled Monument and archaeological assessment should be undertaken in advance of any development in the area.

Policy CH11: Former Eastern Playing Field

Former Eastern Playing Field of St Mary's School will be developed to provide new elderly persons accommodation in a parkland setting. A new community hall will be provided at the southern end of the site within an undesignated open space, as shown on the Concept Plan. Development proposals should conserve the historic environment, in particular the setting of St. Mary's Church.

7.22 West of Goffs School lies the V&E sports club, including football pitches, and further to the west is an area of undeveloped land known as Bonneygrove Field. Although not forming part of the Council's planned housing land supply, it is considered that this area has the potential to improve the frontage onto Goffs Lane as part of a comprehensive development and contribute to the requirements of Policy H1: Making Effective Use of Urban Land.

Policy CH12: North of Bonney Grove

I. Land north of Bonney Grove is allocated for comprehensive residential redevelopment, subject to the following requirements:

- a) relocation of the V&E sports Club to a suitable alternative location;
- b) approximately 100 homes, 40% of which should be affordable;
- c) development in accordance with a comprehensive masterplan; and
- d) suitable access arrangements from Goffs Lane.

II. Should a suitable relocation site for the V&E Club not be agreed by all relevant parties within two years of the date of adoption of this Plan, the Council will consider favourably proposals for a stand-alone residential development at Bonney Grove Field subject to the following requirements:

- a) approximately 40 homes, 40% of which should be affordable;
- b) appropriate mitigations to ensure compatibility of new residential uses with adjacent outdoor sports activities; and
- c) suitable access arrangements from Lieutenant Ellis Way.

7) CHESHUNT

Figure 7 Bury Green North indicative Concept Plan



7) CHESHUNT

Figure 8 Bury Green South indicative Concept Plan



The Council Offices, Churchgate

7.23 The Council is proposing to relocate its offices to Brookfield and to vacate the current site at Bishops' College. It is proposed that the current site will be allocated for housing within this Plan. Whilst the listed college buildings will be protected and converted, the existing buildings and some of the open space may be redeveloped. A Development Brief will be prepared to guide the overall development of this sensitive site within the Churchgate Conservation Area (which is on Historic England's Heritage at Risk Register) and establish the number of homes that the site can accommodate.

Policy CH13: Council Offices, Churchgate

A development of approximately 75 new homes is proposed at Bishops' College as a mixture of conversion and redevelopment. Development proposals should conserve the setting, character and appearance of the listed buildings and Conservation Area and associated green spaces including the New River. A development brief will be prepared for this site.

Hammondstreet

7.24 A strip of land between Hammondstreet Road and Crouch Lane remains left over from the development of west Cheshunt in the 1980s. Existing residential development borders the site to the west and the east. A public footpath runs along the western edge of the site.

Policy CH14: South of Hammondstreet Road

A development of approximately 45 dwellings is proposed South of Hammondstreet Road, including amenity open space and a play area.

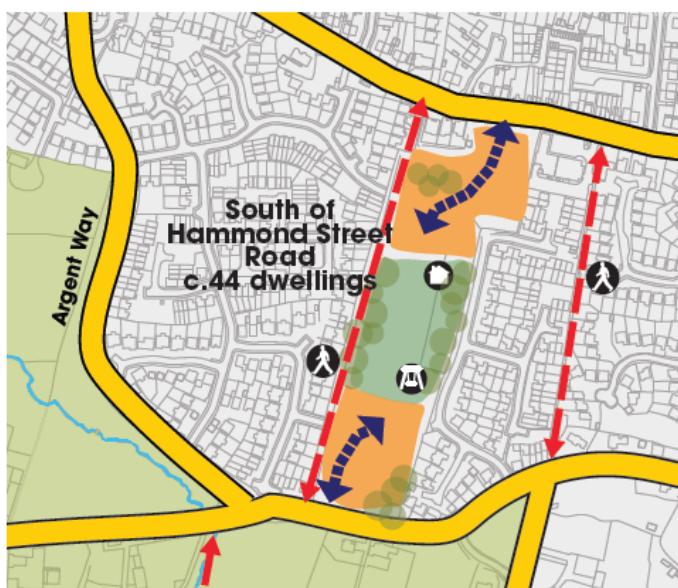


Figure 9 South of Hammondstreet Road indicative Concept Plan

Schools and Health Centres

7.25 No new secondary schools are planned during the Plan period. However, children from northern Cheshunt may attend a new secondary school in the area towards the end of the plan period, should it be established that additional provision is necessary. See policy INF10. Goffs School has recently been redeveloped, improvements are being undertaken to school buildings at Goffs-Churchgate Academy and improvements are proposed to Haileybury/Turnford School.

7.26 Four sites are being allocated for prospective new primary schools in the Cheshunt area – at Brookfield, Albury Farm, Rosedale Park, and Cheshunt Lakeside.

7.27 New health facilities are being planned in the Cheshunt area at Brookfield and Rosedale Park.

7.28 School and health policies are contained in *Part 4: Infrastructure and Delivery*.

8 Goffs Oak and St. James'

8.1 The village of Goffs Oak sits on the ridge between Cuffley and Cheshunt. The current population of the village is approximately 2,700 and this is expected to increase to an estimated 3,300 by 2033. The built up area of the village is tightly constrained by Green Belt and any significant new development will require the realignment of Green Belt boundaries.

8.2 This Local Plan does not propose changes to the existing fabric of the village. However, a number of village extensions are planned and these are set out below.

Village Improvement Plan

8.3 The popular village centre is home to numerous local shops, pubs and restaurants but the streetscape would benefit from environmental improvements. There are also opportunities to create new public open space and improve local parks and footpaths. The Council will engage with the local community to identify, prioritise and seek further funding for local projects that will improve the village. The extent of the improvement plan will be determined in consultation with the community.

Goffs Oak War Memorial

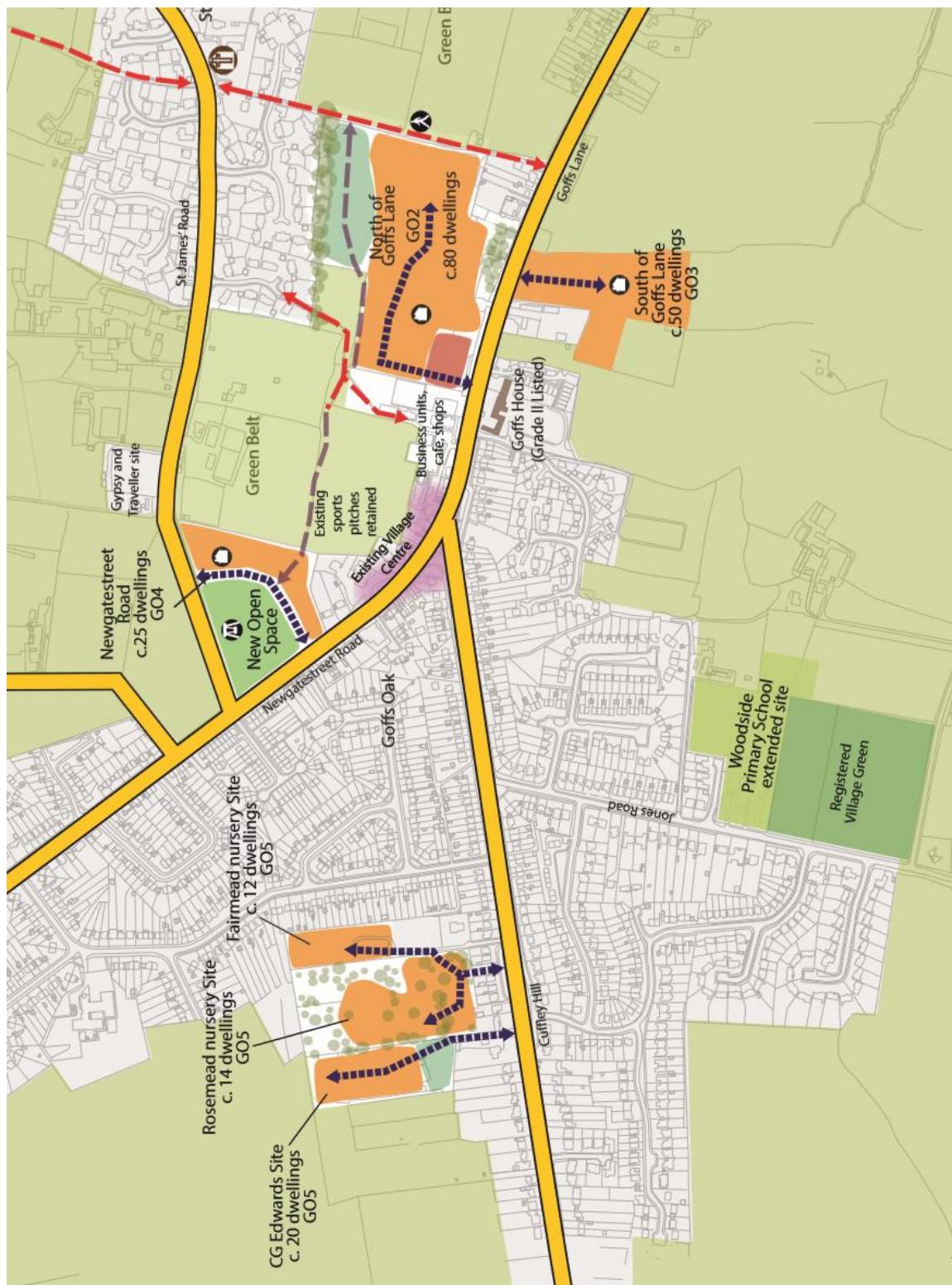


Policy GO1: Goffs Oak Village

- I. The Council will work with the local community to produce an improvement plan Supplementary Planning Document for the village of Goffs Oak. Development proposals should have regard to the SPD, once adopted.
- II. Proposals that improve the environmental quality and attractiveness of Goffs Oak village centre, including in terms of streetscape and open space, and accessibility on foot or by bicycle, will be supported.

8) GOFFS OAK AND ST JAMES'

Figure 10 Goffs Oak indicative Concept Plan



North of Goffs Lane

8.4 In-ex, Greenleaf and Tawe Chain nurseries have all been promoted to the Council for housing redevelopment. Whilst there are horticultural and related businesses on these sites, they play a limited role in the life of the village and add little to the economy of the borough. The sites are close to the village centre and there is an opportunity to combine them to create a sustainable mixed use development. Housing will be the predominant land use but the Local Plan also proposes to create a commercial development site along the frontage within Goffs Lane.

Policy GO2: North of Goffs Lane

The nursery sites identified on the Policies Map are allocated for a mixed use development as follows:

1. Approximately 80 homes;
2. 40% affordable housing;
3. Commercial development site for restaurant and related uses;
4. Public open space to the north to provide separation from St. James Village.

South of Goffs Lane

8.5 This area is occupied by Lafiya House and the former piggery site to the rear. It is an opportunity to create a new housing development close to the village centre. The former travelling show person site to the west has been removed from Green Belt but falls outside the site allocation.

Policy GO3: South of Goffs Lane

The site identified on the Policies map is allocated for approximately 50 dwellings, of which 40% should be affordable.

Newgatestreet Road

8.6 The field at the junction of Newgatestreet Road and St James Road has been promoted for housing development. A limited amount of housing is considered appropriate in order to open up the field for community uses, linked to the existing playing pitches behind the village centre. Land to the east of the identified area will be retained as Green Belt in order to protect the important gap between Goffs Oak village and St James'.

Policy GO4: Newgatestreet Road

The site identified on the Policies map is allocated for development as follows:

1. Approximately 25 homes;
2. 40% affordable housing
3. New public open space – minimum 0.8 hectares;
4. Pedestrian crossing on Newgatestreet Road;

5. Pedestrian links to the existing playing pitches.
A development brief will be prepared for this site.

North of Cuffley Hill

8.7 There is an area of semi derelict land on the north side of Cuffley Hill that was formerly occupied by Fairmead Nursery and Rosemead Nursery. It is adjoined by the CG Edwards garden supplies business and both sites have been promoted to the Council for housing. The Council considers all three sites to be well suited to new homes. It is likely that they will be developed independently.

Policy GO5: North of Cuffley Hill

The sites identified on the Policies maps are allocated for residential developments as follows:

1. CG Edwards – approximately 20 homes;
2. Fairmead Nursery – approximately 12 homes;
3. Rosemead Nursery - approximately 14 homes.

Development of these areas will incorporate:

1. 40% affordable housing;
2. Public open space;
3. Retention of protected trees.

St James'

8.8 The Local Plan does not make any specific proposals for the hamlet of St James. However, the Rosedale Park and Goffs Oak nurseries developments will come close to the boundaries of the village. The Council is keen to retain the integrity of St James as a separate settlement by protecting its boundaries as green space. For some of that green space, it is proposed to create parkland to provide local amenity space for the local communities around it. The nature of that green space is evident on the Local Plan Policies map and the concept plans for Rosedale Park and the sites to the north of Goffs Lane.

Schools and health centres

8.9 There is sufficient spare secondary school capacity at Goffs School and the Goffs Churchgate multi-academy trust. Woodside School in Jones Road can be expanded to provide additional primary school capacity. This will be facilitated through expansion on land to the east.

8.10 It is unlikely that the existing health centres within Goffs Oak and Rosedale will be able to accommodate the needs of the expanding communities. A new health facility is therefore being planned within the Rosedale Park development.

9 Hoddesdon

9.1 The historic market town of Hoddesdon is bordered by the River Lee to the east and the A10 to the west. The town's current population is estimated to be 21,600 and this is expected to increase to approximately 24,300 by 2033 as a result of new development. Development opportunities within the town are relatively limited. This section of the Local Plan is structured around five distinct areas of Hoddesdon: the town centre and historic core; High Leigh, Rye Park, Hoddesdon Business Park and the undeveloped areas of Barclay Park and the Spitalbrook Valley.

The Town Centre and the Historic Core

9.2 Hoddesdon Town Centre is one of Broxbourne's foremost conservation areas. In 2010 the *Hoddesdon Town Centre Strategy* was published and this created the stimulus for the regeneration of the town centre over the last seven years and in particular the successful redevelopment of the Tower Centre. During that time, a number of other developments, an on-going programme of public realm improvement projects and a strengthened series of events have been implemented through annual action plans. These have created a vibrant and popular town centre that has been resilient to the recessions affecting many similar centres. The time is now right to undertake a full review of the Town Centre Strategy and this Local Plan provides the framework for that review. Proposals for new development should have regard to the Council's Hoddesdon Town Centre Strategy and its successor in accordance with Policy RTC2: Development within town, district and local centres, neighbourhood centres and shopping parades (see Chapter 23: Retail and Town Centres).

Hoddesdon Town Centre



Policy HOD1: Hoddesdon Town Centre

The Council will support proposals which accord with the following town centre priorities:

1. The completion of public realm improvements throughout Hoddesdon High Street and beyond, including the enhancement of historic buildings;
2. The development of key sites, including a gateway development at and around Scania House to the north end of the High Street;
3. The provision of a mix of day and evening activities;
4. Access and parking improvements;
5. An enhanced programme of events;
6. Protection and enhancement of historic character.

9.3 19 Amwell Street and Scania House are currently occupied by the headquarters for B3 Living and other businesses. Currently, the buildings that occupy the site make little contribution to the character of the town centre. B3 Living, who own the site, are seeking to redevelop the space to provide for retirement living. This presents an opportunity to create an attractive and welcoming gateway development into the town centre, and enhance the setting of nearby historic assets.

Policy HOD2: 19 Amwell Street and Scania House

The site at 19 Amwell Street and Scania House will accommodate approximately 60 dwellings with high quality design appropriate to a town centre northern gateway and the Conservation Area.

Former Hoddesdon Police Station

9.4 Just south of the town centre, the former Hoddesdon Police Station building is now vacant and Hertfordshire Constabulary is seeking redevelopment of the site for residential purposes.

Policy HOD3: Former Hoddesdon Police Station

The former Hoddesdon Police Station site will accommodate approximately 30 dwellings. Development proposals should conserve and enhance the Conservation Area and the setting of the nearby listed buildings, and make a positive contribution to the street scene appropriate to this prominent site on the approach to Hoddesdon Town Centre.

Rye Park

9.5 In 2015, the Council produced the Rye Park Plan which consists of 21 improvement projects for the Rye Park area. Foremost amongst these are the recently built B3 Living development at Salisbury Road, the Ambition Broxbourne Business Centre, improvements to Rye House Station and the new Pound Close community centre. The Council will continue to implement the Rye Park Plan.

9.6 The site on the north side of Rye Road between the railway and the River Lee is known as “Turnford Surfacing”. The Council produced a development brief for this site in 2011. This involved the site frontage being developed as a small car park for the station and the remainder being redeveloped for housing. The Council will continue to implement the Rye Park Plan. However, the site has not subsequently been developed and it is proposed to revisit the Brief.

9.7 The site lies within the setting of a number of historic assets including the scheduled monument of the Rye House Moated enclosure and associated listed structures including the Grade I listed Gatehouse, and the Grade II listed Rye House public house. All of these assets lie outside the borough within East Hertfordshire, but for reference are shown on the Concept Plan and the Policies Map. There is the potential for archaeological remains under the Turnford Surfacing site.

Policy HOD4: Turnford Surfacing Site

The Turnford Surfacing Site is allocated for around 40 dwellings and a small car park to serve Rye Park station. Development should be of a suitable design and layout to enhance this gateway to the Lee Valley Regional Park and conserve the historic environment. Development should conserve and enhance the setting of the listed assets associated with the Rye House Gatehouse and Rye House public house. Further detail will be added through an update to the existing Development Brief.

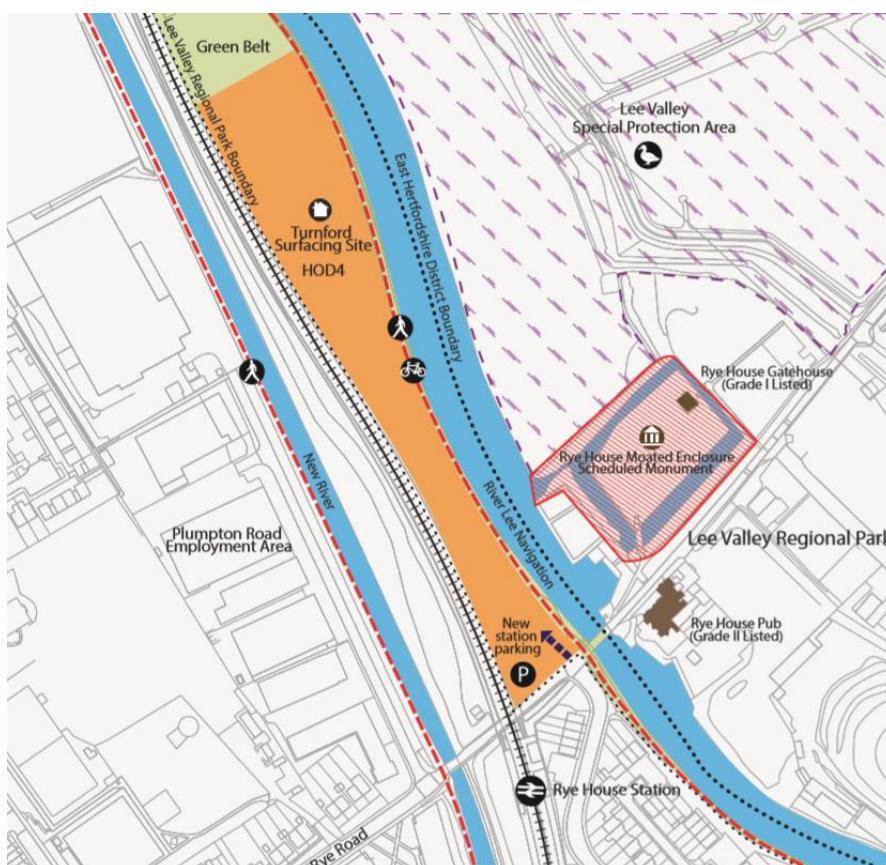


Figure 11 Rye House indicative Concept Plan

9.8 Elsewhere in north Hoddesdon, there are very limited development opportunities although a new care home is being constructed on the site of the former Speakerbus premises.

Hoddesdon Business Park

9.9 In 2013, the Council produced the Hoddesdon Business Park Improvement Plan. This identifies six employment campuses – Woollensbrook, Pindar Road, Rye Park, RD Park, Dobb's Weir and Ratty's Lane. It established boundaries for the business park, a strategy for its overall development and more detailed plans for improvements and promotion. These include plans for the Essex Road Gateway sites adjacent to the Dinant Roundabout, which is owned by the Council and where a small housing development is proposed to the south of a new link road which will greatly improve access to the business park by alleviating pressure on the current pinch-point where Essex Road crosses the New River. Most of the Plan remains relevant today and it still forms the framework for the future development of the Business Park.

Policy HOD5: Hoddesdon Business Park

The Council endorses the strategy of the Hoddesdon Business Park Improvement Plan and will undertake an early review of the Plan.

Policy HOD6: East of Dinant Link Road

The site will provide for a new link road to Hoddesdon Business Park south of the existing Essex Road bridge. The remaining land south of the link road will accommodate approximately 35 new dwellings with access provided from Lampits.

High Leigh Garden Village

9.10 In 2015, planning permission was granted at High Leigh for up to 523 new homes, a residential care home, a new primary school, a community hub containing a shop, hotel, restaurant, gym and office space, numerous green spaces and a network of walking and cycling routes. It will create an attractive new gateway into the town and support the continued revival of the town centre. It is framed by a network of open spaces and habitats and is subject to a comprehensive package of planning obligations that will help to create a truly sustainable community. The High Leigh planning permission and a subsequent planning permission for 14 new homes to the north of Kennedy Avenue have established the outer limits of development within this area.

Policy HOD7: High Leigh Garden Village

Land at High Leigh Garden Village will accommodate approximately 485 homes, a 2FE primary school, and small scale shops and leisure and community uses to serve the immediate locality.

9.11 Hertfordshire County Council has announced its intention to relocate the existing Westfield Primary School from Westfield Road to the High Leigh development, expanding its capacity from 1FE to 2FE. Funding for the move will come in part from the redevelopment of the vacated Westfield Road site for housing.

Policy HOD8: Westfield Primary School Site

The Westfield Primary School site will accommodate approximately 40 dwellings following the relocation of the school to a new site at High Leigh Garden Village.

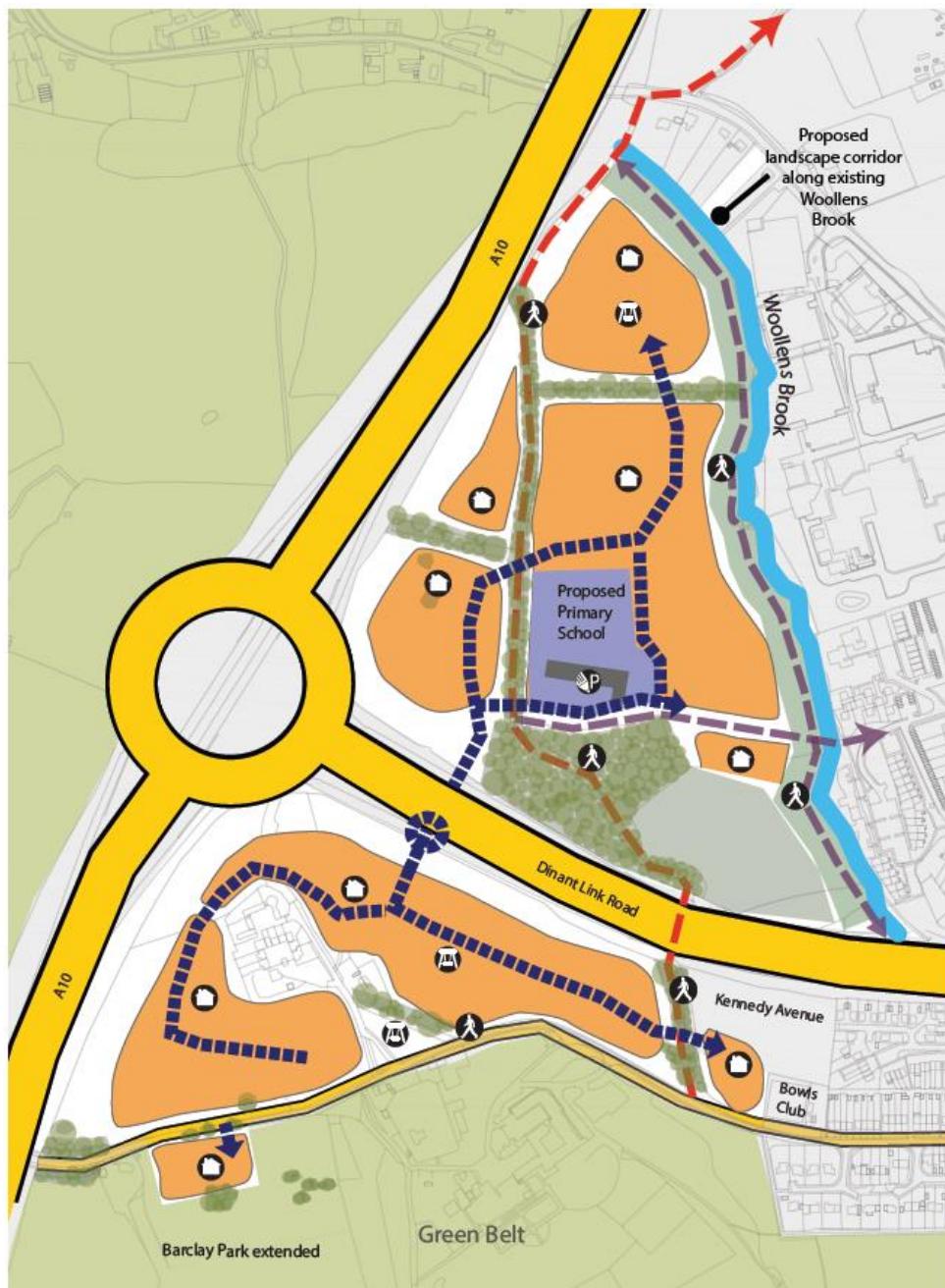


Figure 12 High Leigh Garden Village indicative Concept Plan

Barclay Park and the Spital Brook Valley

9.12 The historic landscape of Barclay Park and the extended countryside along the Spital Brook Valley create a green corridor of open space and woodlands that are an invaluable amenity to the town. These areas will remain within the Green Belt. Barclay Park will be extended westwards to Lord Street through the creation of new parkland within High Leigh Garden Village (see the Policies map). Public access will also be improved through this corridor and out to Broxbourne Woods beyond the A10.

Policy HOD9: Barclay Park and Spitalbrook

The Council will improve and extend Barclay Park and continue to protect the Spitalbrook Valley from development.

Schools and Health Centres

9.13 There is some spare capacity in local schools and no new secondary schools are planned within Hoddesdon during the Plan period.

9.14 Additional demand for primary school places in the Borough during the plan period will be met through the relocation and expansion of Westfield Primary School and expansion of other local schools if necessary.

9.15 Following the relocation of the Amwell Street Surgery into the Fawkon Walk health centre, no new health facilities are envisaged within Hoddesdon during the Plan period.

9.16 School and health policies are contained in Part 4: Infrastructure and Delivery.

10 Park Plaza

10.1 The Park Plaza area occupies an accessible and prominent position next to the A10 and M25 and forms a key gateway into Broxbourne and Hertfordshire. It has for many years been identified as a strategic employment location. It is the home of the News UK Printworks but has not to date attracted the types of businesses required to make the step change in the Broxbourne economy that has long been the Council's ambition. The Council has concluded that the promotion of a headquarters/office based business park at Park Plaza North is unlikely to succeed but does consider that the lands to the west of the A10 do provide the environment and scale necessary to promote a business campus that can compete for high technology companies seeking an exceptional location.

Figure 13: Park Plaza indicative Concept Plan



10.2 Master planning of Park Plaza West indicates the potential for this site to accommodate up to 100,000m₂ of business floorspace and the site will be promoted to the types of industries that are prevalent and seeking space within the London Stansted Cambridge corridor – life sciences and biotechnology, digital and media technologies and the creative industries. The Council estimates that this floorspace could house up to 10,000 jobs and pre-planning of the development of this site is based on putting in place the infrastructure to accommodate this scale of employment growth.

Looking east from the New River across Park Plaza West



10.3 Park Plaza West is currently located in the Green Belt and is part of the strategic Green Belt gap between London and Hertfordshire. In order to demonstrate the exceptional circumstances necessary to remove the site from the Green Belt, it must be an exceptional development in its own right – to enhance rather than detract from the entrances into Broxbourne and London. Design of the buildings and of the landscape in which they sit is paramount. Development must accord with a suitable masterplan and a design code for both the built environment and the public realm.

10.4 There are a number of historic assets within the site, including the Grade II listed Theobald's Park Farm, cob outbuilding and barn, as well as two areas of archaeological interest. Any development proposals will also need to address potential impacts on the setting of assets beyond the site, in particular the Cedars Park Scheduled Monument and the Grade II listed Theobalds College.

Policy PP1: Park Plaza West

Land at Park Plaza West is allocated for the development of a business campus. This campus will be developed in strict accordance with a Master Plan and design codes based on the following principles:

1. Up to 100,000 square metres gross floorspace;
2. Gateway development sensitive to Green Belt setting;
3. Restricted to use classes B1a (offices) or B1b (research and development) or other uses that support the campus or clearly demonstrate that they meet the employment objective of the Local Plan;
4. Generous and well landscaped setting including the southern area of the site (forming the southern part of Theobald's Park Farm as shown on the Policies Map and Concept Plan) to be laid out as open space (minimum 12.5 hectares) in accordance with Policy ORC1;

5. Landmark development at corner of A10 and Lieutenant Ellis Way;
6. Bus service to be provided;
7. A parking strategy that balances the provision of car parking spaces with the objective of securing modal shift to other forms of transport for trips to and from the site;
8. Contributions to meeting the transport mitigations set out within Policies INF3, INF5, INF7 and INF8 of this Local Plan;
9. Pedestrian and cycle connections to be made to the urban area and pedestrian and cycle linkages within the site and the area of open space to facilitate and encourage cycling and walking;
10. New River and environs to be developed as a Green Corridor;
11. Cecil's Pond to be restored; and
12. Historic assets (including the listed barn) and their setting should be conserved and where possible enhanced.

This site will be developed in strict accordance with a master plan and design codes for buildings and the public realm which will be incorporated within an outline planning application for the development.

Park Plaza North

10.5 Park Plaza North is proposed to be developed for a variety of small and medium sized enterprises. It is therefore well placed to accommodate the relocation of businesses that may be necessitated by several regenerative developments being promoted by this Local Plan – notably Brookfield (Chapter 5), Cheshunt Lakeside (policy CH1) and Waltham Cross Northern High Street Redevelopment (policy WC2). The Council is also supportive of the potential to develop the Fishpools business by relocating the High Street store to a state-of-the-art site that would help to anchor a flagship development at Park Plaza North. That would be enabled by a mixed-use redevelopment of the current town centre site which would need to ensure the continuation of a retail frontage along the High Street.

Policy PP2: Park Plaza North

I. Park Plaza North is allocated for a mix of employment uses as follows:

1. Bulky goods retailers that need to be relocated as a result of regeneration developments proposed within Waltham Cross Town Centre; and
2. A mix of B1, B2 and B8 uses on the remainder of the site.

II. The site will be developed in general accordance with a master plan and design code which will be incorporated within an outline planning application for the

development. The masterplan should include a visual landmark development at the corner of the A10 and Winston Churchill Way.

III. Development should preserve or enhance the setting of heritage assets, including the scheduled monument and listed buildings and structures, at Cedars Park.

News UK Business Development Site

10.6 The site indicated on the Policies map had a long-standing planning permission for an office development which has now lapsed. However, the development of the site for this purpose continues to be supported by the Council.

Policy PP3: Park Plaza South

Park Plaza South is allocated for an office development within use classes B1a and B1b.

Maxwells Farm West and Rush Meadow

10.7 Development of this site for a variety of uses would contribute to the strategic employment objectives and vision of the Plan within the Plan period as set out in Chapter 2 and in relation to the economic development strategy in Chapter 3. That contribution should include the accommodation of appropriate employment uses displaced from the proposed Brookfield and Cheshunt Lakeside developments that would create a high quality environment. Land uses should be compatible with a sequential approach to town centre uses as set out in policy RTC1 and in national policy. There are infrastructure challenges to accommodating the development of this site alongside the wider Park Plaza proposals and the infrastructure impacts of developing this land will need to be fully tested within planning applications.

Policy PP4: Maxwells Farm West and Rush Meadow

I. Acceptable land uses for this area will be compatible with the economic development strategy and vision for the borough, providing high-value jobs within a landscaped environment.

II. Development proposals for this area should:

- a) include appropriate provision for businesses displaced from Brookfield Riverside (policy BR1) and Cheshunt Lakeside (policy CH1);
- b) provide semi-natural green corridors along the New River and existing cycle path;
- c) include an appropriate landscape buffer to maintain a sense of openness to the landscape along the A10;
- d) achieve scale, massing and design sensitive to the historic assets associated with Cedars Park;

- e) take account of long views, for example across the Lea Valley and north towards Bishops' College bell tower and St. Mary's church;
- f) provide vehicular access compatible with Park Plaza West (policy PP1);
- g) ensure that the comprehensive development of Rush Meadow and Maxwells Farm West is not prejudiced;
- h) facilitate the comprehensive delivery of transport and utilities infrastructure to the wider area; and
- i) make proportionate contributions to off-site infrastructure required to serve the wider area.

Road Connectivity

10.8 The Broxbourne Transport Strategy sets out a package of measures for junction improvements at junction 25 of the M25, the signalised roundabout into Park Plaza North and the Park Plaza roundabout. A new junction is also proposed onto Lieutenant Ellis Way.

Park Plaza Station

10.9 The Park Plaza area is not well served with public transport and needs to be better connected to Waltham Cross Town Centre for pedestrians and cyclists. The Council is currently working with Network Rail to close the rail level crossing and construct a new bridge for pedestrians and cyclists to provide direct connections to the town centre. Alongside this, the Council is also promoting the business case for a new rail station to be built at this point.

Bus Connectivity

10.10 There are currently no bus connections into Park Plaza and the Council will therefore require that services are provided to both Park Plaza West and North. The shuttle bus that connected News UK with the town centre has been temporarily discontinued due to lack of patronage. As the Park Plaza area is developed, it is anticipated that this service or a variant of it that serves a wider area will be re-introduced.

Pedestrian and Cycle Connectivity

10.11 The Park Plaza sites and the existing urban area are separated by the A10, Lieutenant Ellis Way, Winston Churchill Way and the railway. It is essential that safe pedestrian and cyclist connections are established between these areas.

11 Waltham Cross

11.1 Waltham Cross sits at the transition between metropolitan London to the south of the M25 and leafy Hertfordshire to the north. The town is almost entirely built up around its historic centre but has still benefited from recent investments in residential apartments, taking advantage of the area's excellent accessibility to strategic roads and railways. This location means it is also an important employment centre. The town's current population is estimated to be 10,700 and this is expected to increase to approximately 13,300 by 2033 as a result of new developments.

11.2 The focus of this Local Plan is the town centre as set out below. However, the Local Plan establishes a longer term prospectus for the renaissance of eastern Waltham Cross around the delivery of Crossrail 2.



Waltham Cross Town Centre

11.3 In 2015 the Waltham Cross Town Centre Strategy was published and this has created an agenda for the regeneration of the town centre over the next 5 – 10 years. Proposals for new development should have regard to the Council's Waltham Cross Town Centre Strategy in accordance with Policy RTC2: Development within town, district and local centres, neighbourhood centres and shopping parades (see Chapter 23: Retail and Town Centres). The emphasis of the Strategy is on improving the vitality of the town centre and in particular the attractiveness and accessibility of its northern end (see below), enhancing the retail offer and attracting investment, enhancing the public realm, improving connectivity and providing a year wide calendar of events. The initial priority is for public realm improvements along the High Street. A centrepiece of the Strategy is the creation of a new town square at the Roundel. The Grade I listed Eleanor Cross Memorial Scheduled Monument (see picture above) and Harold House (Grade II* listed) are key features of the local townscape.

Policy WC1: Waltham Cross Town Centre

The Council will support proposals which accord with the following town centre priorities:

1. A vibrant town centre throughout the daytime and the evening;
2. Redevelopment of the northern High Street (see below);
3. Public realm improvements throughout the High Street and beyond;
4. Additional homes in and around the town centre; and
5. Conserving and where possible enhancing the historic environment.

11.4 The northern end of the High Street presently sees relatively low levels of footfall and has a level of vacancy significantly higher than the southern end. Whilst the 'big box' Wickes (east of Sturlas Way) and Homebase DIY stores (west of Sturlas Way) play a recognised role in the broad retail offer of the town, they turn their back on this end of the street and create closure to the pedestrianised core, consequently limiting footfall and the viability of the retail units. Previous endeavours to redevelop the northern end of the High Street for a retail led development have not attracted investors. The Town Centre Strategy therefore now promotes this site for a mixed use, high density development of apartments, shops and community uses.

11.5 The estimated capacity of the eastern part of the site is for 150 new homes. This would entail the relocation of Wickes, potentially to Park Plaza North (see Policy PP2). The western part of the allocation comprises the Homebase store and negotiations will take place with both the landowner and Homebase to establish the most sustainable future for this site. That may result in the status quo, a redevelopment incorporating a re-modelled Homebase store or the closure of the Homebase store and its potential relocation.

Figure 14 Waltham Cross Northern High Street indicative Concept Plan



Policy WC2: Waltham Cross Northern High Street

Waltham Cross Northern High Street will be developed as a mixed use quarter comprising the following:

- On the land east of Sturlas Way, approximately 150 homes;
- On the land west of Sturlas Way, the potential for significant housing development, possibly as part of a mixed use development incorporating the existing store;
- 40% affordable housing;
- Shops/commercial/community ground floor uses.

The site is to be developed in accordance with a comprehensive master plan. Incremental development of the area will be resisted.

Masterplanning is to consider reasonable options for the relocation of the Wickes and Homebase stores.

A section 106 agreement will accompany a future planning permission and proportionate contributions will be allocated to priorities within the Infrastructure Delivery Plan.

If necessary, compulsory purchase will be pursued by the Council.

11.6 The Town Centre Strategy promotes a number of other prospective housing sites, the most notable being the proposed redevelopment of the Waltham Cross Conservative Club and the opportunity to relocate and redevelop the Royal Mail depot site. In addition to these, planning permission was granted in 2015 for 90 new homes on the site of the derelict Britannia Nurseries (see Policy LV6: Former Britannia Nurseries Site, Waltham Cross). Network Rail is promoting residential development of an under-used part of the Theobalds Stations car park north of the town centre, a proposal supported by an existing Council development brief. Development of these and other sites will all assist in the wider regeneration of Waltham Cross.

Theobalds Grove Station

11.7 An opportunity has been identified adjacent to Theobald's Grove Station as a result of under-usage of the existing car park. The site is partially screened from the High Street by the Wheatsheaf Public House, opposite Christ Church (Grade II listed).

Policy WC3: Theobalds Grove Station Car Park

The Theobalds Grove Station car park site will accommodate approximately 50 dwellings. Development should safeguard access to the businesses in the station arches as well as providing sufficient station car and cycle parking and contributing to the aims of the Old Cambridge Road Corridor improvement plan, as set out in Policy CH4.

Crossrail 2 and the Renaissance of Waltham Cross

11.8 Waltham Cross will be a hub on the new Crossrail 2 route. Initial planning for this route has identified the potential to regenerate the town through major residentially-led redevelopment around its main railway station. The Council is cautiously supportive of such an approach. It is acknowledged that wide scale redevelopment would be longer term and apart from the northern High Street redevelopment above, land allocations are not proposed within this Local Plan. Rather it is proposed that an Area Action plan will be pursued in support of the wider business case being developed for Crossrail 2. This will consider the long term future of all the lands within the vicinity of Waltham Cross railway station, an area that is indicated on the policies map. It is not anticipated that wide scale redevelopment would commence until towards the end of the Local Plan period (i.e. beyond 2026) but there is great potential for this area to deliver substantial numbers of new homes and jobs and to fully regenerate the eastern end of Waltham Cross.

Policy WC4: Waltham Cross Renaissance Area Action Plan

The Council will work with Transport for London and Network Rail to produce an Area Action Plan to regenerate the eastern side of Waltham Cross in support of the business case for Crossrail 2.

Schools and Health Centres

11.9 There are no secondary schools within Waltham Cross and none are currently planned.

11.11 Additional primary capacity can be met through the expansion of existing local schools if necessary. The proposed new school at Albury Ride could provide additional capacity to meet future demand in the northern part of Waltham Cross.

11.12 The North and East Herts Clinical Commissioning Group has stated a desire to procure a new health care facility in or around Waltham Cross. The two potential sites for this facility are the northern High Street redevelopment or the Cheshunt Football Club development.

12 Wormley and Turnford

12.1 The conjoined suburban villages of Wormley and Turnford lie between the A10 and the West Anglia railway. They are intensively developed with limited opportunities for further development. Nevertheless, Turnford is the location of a proposed station location on the Crossrail 2 route.

Turnford Station

12.2 For an intensively developed urban area, there is a long gap between Broxbourne and Cheshunt Stations. The Council considers that this gap should be bridged through the location of a new station at Turnford, which would also provide access to Hertford Regional College and also serve the Brookfield development. The new station is proposed to be located at a site between the Regional College and Groom Road, with access provided from the Turnford High Road/The Springs roundabout through the college car park and along the undeveloped strip of land between Robinia Road/Sorbus Road to the north and Landau Way/Tarpan Way to the south.

Wormley Conservation Area

12.3 Wormley village centre is also a conservation area, which is on Historic England's 'Heritage at Risk' register. There is significant scope for improving the public realm and individual buildings within the Conservation Area. The Council will engage with the local community to identify, design, prioritise and seek funding for local projects that will improve the village. A conservation area management plan will form part of the production of the borough-wide Historic Environment Strategy Supplementary Planning Document (see Policy HE1).

Macers Estate

12.4 Macers Estate is a mix of privately owned homes and former council housing. The Council still owns the community centre and the shop but sold most of its housing stock many years ago. Much of the estate is now owner-occupied with the remainder owned and managed by B3 Living and Paradigm housing associations.



12.5 B3 Living has undertaken initial investigations into the scope for major regeneration of the estate which could involve wide-scale redevelopment. The Council would in principle be supportive of such an approach, subject to it being pursued in co-operation with the local community and the safeguarding or re-provision of the existing community centre and shop. Parts of the estate are adjacent to the Wormley Conservation Area.

Policy WT1: Macers Estate

I. The Council will work with B3 Living to undertake improvements within the Macers Estate, including the following priorities:

1. New homes, possibly through major redevelopment;
2. Improvements to the community centre; and
3. Environmental improvements.

II. Development proposals which could affect the Wormley Conservation Area should conserve and where possible enhance the historic environment.

Other Developments

12.6 The New River Arms has planning permission to be redeveloped with an apartment scheme of 45 new homes. The development also includes a new shop.

12.7 The former Wormley primary school also has planning permission to be developed as a new dementia care home as a relocation of the Fourfields care home in Rosedale. The site adjoining the care home has planning permission in principle for 13 new homes.

13 Lee Valley Regional Park

13.1 The Lee Valley Regional Park connects central London at the River Thames with central Hertfordshire.

13.2 Much of the Park is contained within Broxbourne and most of the land between the River Lee and the West Anglia railway lies within the Park. Established by Parliament in 1967 the Regional Park was created to meet the recreation, leisure and nature conservation needs of London, Hertfordshire and Essex. In total it covers 4,000 hectares, a large part of which is contained within Broxbourne, including most of the land between the River Lee and the West Anglia railway. In total, 429 hectares of Lee Valley Park land lies within Broxbourne.

Lee Valley White Water Centre



13.3 The Park is a wonderful amenity for the residents of Broxbourne. It is home to the Olympic legacy facility of the Lee Valley White Water Centre, the River Lee, the Lee Navigation and a network of lakes, woodlands, wetlands, paths and wildlife habitats. The Council is fully supportive of and will continue to work with the Lee Valley Regional Park Authority³ to improve the Park as a local and regional amenity, as a recreational resource, as a public amenity and as a habitat for wildlife. The Council will also work with the Canal & River Trust in relation to any schemes which could affect the waterway⁴.

13.4 The Park Authority has consulted upon a Park Development Framework (PDF). The Council is supportive of the majority of proposals within the PDF and this Local Plan contains policies below that make specific provision for the key proposals.

Policy LV1: Lee Valley Regional Park

The Council will support the Lee Valley Regional Park Authority in the continuing improvement of the Regional Park.

³ The Lee Valley Regional Park Authority is a statutory authority created by the Lee Valley Regional Park Act 1966 (the Park Act). Section 14 of the Park Act sets out 'special provisions' with regard to planning, including the right to be consulted by the riparian local planning authorities.

⁴ The Canal & River Trust is listed in Schedule 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for consultation before the grant of planning permission.

Lee Valley White Water Centre

13.5 Home of the 2012 Olympic white water events, the Centre is a world class facility. The Park Authority is continuing to develop the Centre as an “adrenaline hub” with new and improved outdoor activities.

Policy LV2: Lee Valley White Water Centre

The Council supports the development of an adrenaline hub at and around the Lee Valley White Water Centre within the area indicated on the Policies Map.

13.6 The Park Authority has stated that it is looking at the potential for expansion of the identified site and diversification of the leisure offer into 'extreme' sports, to create a 'major family leisure destination' to attract visitors from across the region. Whilst Broxbourne Council is supportive of the Park Authority's aspirations, the constraints and the wider context will need to be carefully considered, before more detailed masterplans are submitted to the Council for consideration in the form of a planning application.

Broxbourne Leisure Pool Site and Spitalbrook

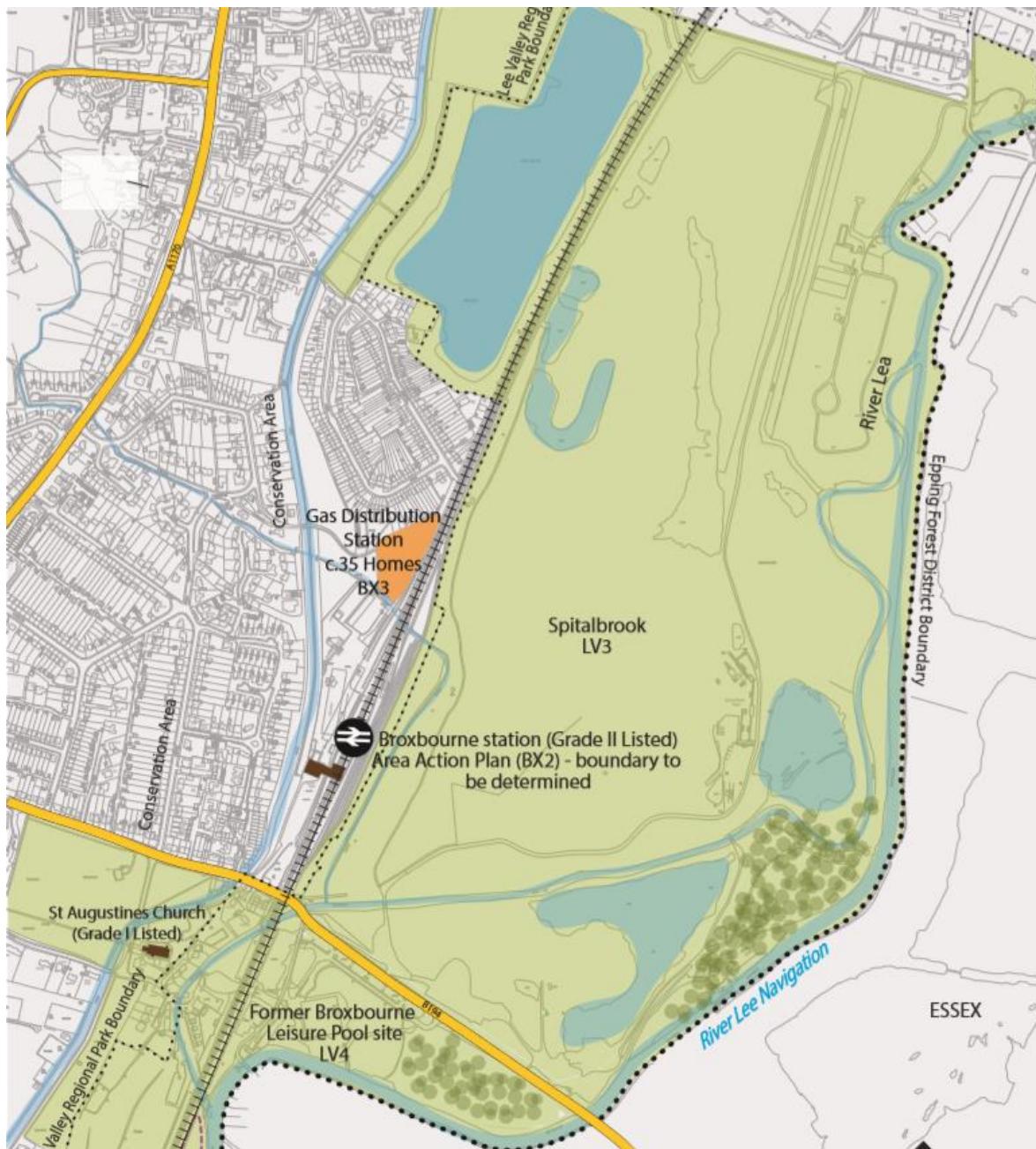
13.7 To the east of Broxbourne station on either side of the B194 Nazeing Road are two sites considered to have significant potential for improved leisure and recreation. To the south lies the site of the former Leisure Pool, which is now largely parkland but which contains the structures of the former leisure pool. To the north lies the largely inaccessible area of the Spitalbrook. The location of both sites is shown in the indicative plan below.

13.8 The Council and the Park Authority have previously collaborated to produce a development brief to enable the development of the former leisure pool site for recreational activities.

Policy LV3: Broxbourne Leisure Pool Site

The Council and the Park Authority will up-date the Broxbourne Leisure Pool Development Brief in the context of policy GB1 and national policy relating to development in the Green Belt.

Figure 15 Former Leisure Pool site and Spitalbrook indicative Concept Plan



13.9 The Spitalbrook area to the north of Nazeing Road in Broxbourne had been identified as the original site for the Lee Valley White Water Centre. However, this was abandoned because of contamination from historic landfill. The site now sits as a largely inaccessible area of un-reclaimed dereliction and scrubland. Spitalbrook has clear potential for regeneration and the creation of new wildlife habitat with limited expenditure on land reclamation.

Policy LV4: Spitalbrook

The Council will work with the Park Authority and the site owners to put in place a reclamation scheme for the Spitalbrook area to include the following:

- Environmental improvements including habitat restoration;
- Improved public access and connectivity including a network of foot and cycle paths; and
- Leisure and recreation facilities including a visitor hub.

Lee Valley Park Gateways

13.10 Most of Broxbourne's towns and villages directly border the Park. The protection and improvement of existing gateways and the creation of new gateways are objectives of the Council and the Park Authority. Examples of this include:

- The Hazlemere Marina site at Waltham Cross, which includes 114 flats and a riverside cafe;
- Opportunities in the environs of Broxbourne station, including the Spitalbrook area and the former Broxbourne Leisure Pool (see Policy LV3 and LV4 above);
- A new gateway and reception area at Brystanstone Road as part of the Britannia Nurseries development (see Policy LV6 below);
- The proposed new plaza at Cheshunt Lakeside and long-term plans for Cheshunt station associated with Crossrail 2 (see Chapter 7 above).

Policy LV5: Lee Valley Park Gateways

The Council will work with the Park Authority to:

1. Protect and improve public access routes into the Park; and
2. Create new routes as opportunities arise.

Former Britannia Nurseries Site, Waltham Cross

13.11 In June 2015 the Council granted permission for the redevelopment of the derelict site at the former Britannia Nurseries, at Bryanstone Road, Waltham Cross. The Local Plan removes the site from the Green Belt and reflects the development principles established through the grant of planning permission, relating in particular to the creation of a new Lee Valley Park Gateway (see Policy LV5 above). In this case, the permission established a requirement for 30 public car parking spaces as part of the development. The broad principles including walking and cycling

connections through to the Park and the Trinity Lane allotments to the north are shown in the indicative concept plan below.

Policy LV6: Former Britannia Nurseries Site, Waltham Cross

The Former Britannia Nurseries site, Waltham Cross, will accommodate approximately 90 homes plus a new gateway to the Lee Valley Regional Park including car parking and walking and cycling connections.

Figure 16 Former Britannia Nurseries Site indicative Concept Plan



14 Countryside

14.1 Broxbourne's total land area is 51 km². Of this, 28km² (55%) is countryside. The countryside areas on the east side of the borough are encompassed within the Lee Valley Regional Park. This section considers the countryside to the west side of the borough. All of this area sits within the Green Belt that separates the urban areas of Broxbourne from the Welwyn Hatfield Borough and East Hertfordshire District.

14.2 In general this area will be protected from development by Green Belt policies unless specifically proposed elsewhere in this Plan.

Goffs Oak to the M25

14.3 This area provides strategic separation between metropolitan London and the southerly settlements of Hertfordshire. It is mainly characterised by attractive rolling farmland and woodlands. It is also interspersed by a number of public paths. The only significant development issue is the future of the Cheshunt Country Club at Theobalds Park which is owned by Tesco's and contains a number of sports facilities including a pavilion and sports pitches. The company has proposed that this area be allocated for a range of uses and has specifically identified its potential for development as a business park. That is not proposed within this Plan and the site remains in the Green Belt. Nevertheless, it is clear that there needs to be a solution for the building and the site. A potential option for the site could be to accommodate a sports club but the Council will consider other uses subject to compatibility with Green Belt policy.

Policy CS1: Cheshunt Country Club

- I. The Council will work with the land owner to secure a sustainable future for the Cheshunt Country Club that is compatible with its Green Belt location.
- II. To ensure consistency with Policy GB1 and national policy in relation to Green Belt, proposals for built development should not have a greater impact on the openness of the Green Belt than the existing structures on the site.

Goffs Oak to Wormley

14.4 West Cheshunt has expanded into the countryside that historically separated Goffs Oak from Cheshunt and Cuffley and this countryside still provides an important setting for the communities accommodated within it. Strategic developments at Brookfield and Rosedale Park will make further incursions into this area of Green Belt, emphasising the importance of protecting, improving and providing public access into the countryside areas that remain.

14.5 Cheshunt Park, Cheshunt Common, Wormley Wood, Wormleybury Brook and the valley of the Turnford Brook are all valuable local amenities that also house important habitats for wildlife. This will be achieved through a mix of schemes, some implemented as a result of development proposals set out in this Plan.

Policy CS2: Countryside Protection and Enhancement

Cheshunt Park, Cheshunt Common, Wormley Wood, Wormleybury Brook and the Turnford Brook will be protected and enhanced with a balanced approach to public access and wildlife protection and enhancement.

14.6 There are a number of glass house sites within this area, several of which are derelict. Policy GB2 of this Plan (see Chapter 26) seeks to reclaim these sites into the countryside and the Green Belt with limited enabling development.

West of Broxbourne and Hoddesdon

14.7 This area is characterised by attractive wooded valleys and hills. The valley of the Spital Brook extends westwards from Hoddesdon into the Broxbourne Woods National Nature Reserve. There is already an extensive path network and the area is well managed. The emphasis of this Plan is therefore on protecting this resource and the Council will support further habitat and access improvements.

14.8 The Hertfordshire Golf and Country Club is a major local land user. There is an outstanding planning permission for an hotel and additional leisure facilities at the site.

15 The New River

15.1 The New River flows the length of the Borough. It originally ran from Chadwell Springs at Great Amwell down to Clerkenwell in London, passing east of Hoddesdon and through Broxbourne, Theobalds, and Enfield. It is neither a natural river nor new, being an aqueduct, completed in 1613 to bring drinking water from Ware to London. It is still in use, carrying up to 8% of London's daily consumption. The New River and its adjacent path are owned by Thames Water.

15.2 The river corridor contains many features of historic interest, including historic buildings and remnants of the original course. It has developed an interesting ecology and has considerable value as a green open space throughout the Borough.

15.3 Thames Water has worked with partners and residents since 1992 to create a long distance footpath, known as the New River Path. The Council consider that, as an important part of the Borough's green infrastructure, the Path remains fully accessible to Broxbourne residents and provides an attractive and safe place for wildlife, movement and recreation.

The New River



New River Conservation Area

15.4 The New River Conservation Area is located where Broxbourne High Road crosses the New River. It is a small area, mainly residential in character with a number of listed 16-18th century houses.

15.5 The Council now wishes to explore the potential for a much more extensive conservation area along the course of the New River, the intention being to recognise and provide an appropriate level of protection to the historic artefacts along it. As the first stage of such a designation, the Council proposes to carry out a conservation area appraisal along the length of the New River within the Borough. This will be carried out as part of the production of the borough-wide Historic Environment Strategy Supplementary Planning Document (see Policy HE1).

New River Cycle Path

15.6 The Council's vision for the New River Cycle Path is to encourage greater walking and cycling along its length. The 'Cheshunt and Waltham Cross' and 'Hoddesdon and Broxbourne' Urban Transport Plans (UTP) 2012 therefore

established medium to long term proposals for upgrading the path to provide better off road walking and cycle routes along the length of the borough. A partnership has been established to implement these proposals.

Policy NR1: New River Path

The Council will promote improved walking and cycle access to the New River path along its length within the Borough.

Development within the vicinity of the New River path will be required to make a contribution to its upgrading, where appropriate.

16 Gypsies, Travellers, and Travelling Showpeople

16.1 Broxbourne has three fully authorised gypsy and traveller sites: a family-owned site with eight caravans at Hertford Road, a family owned site with six caravans at St James Road and fifteen pitches (24 caravans) at Halfhide Lane that are owned and managed by Hertfordshire County Council. There is also an encampment at Wharf Road in the Lee Valley Regional Park which contains approximately 49 caravans on privately owned plots that have never been formally authorised.

16.2 The Council has undertaken a Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment. This concluded that there is a need to provide for 22 additional traveller pitches over the Plan period. As set out below, each of the four proposed gypsy and traveller sites has sufficient capacity to accommodate identified needs. Planning applications for new pitches will be considered on their merits.

Hertford Road

16.3 The Hertford Road site has scope for limited expansion to meet the needs of that community on land to the immediate south which is in the ownership of the Council. This land is proposed to be allocated for that use. At Hertford Road, sufficient land is allocated to meet the accommodation needs of that community over the Plan period.

St James Road

16.4 The St James Road site has limited scope to accommodate additional pitches for defined travellers within that community. No further expansion of the site area is required. Most of the residents of the St. James Road site are not considered to meet the national definition of gypsies and travellers. However, there is space within the boundaries of the site for additional pitches.

Halfhide Lane

16.5 The Halfhide Lane site is proposed to be relocated within the Brookfield site allocation. Whilst most of the residents of this site are not considered to meet the national definition of gypsies and travellers, that relocation will provide for additional/expanded pitches to provide for the growth of those families over the Plan period.

Wharf Road

16.6 Most of the identified need for 22 pitches (see above) relates to the previously unauthorised Wharf Road site. The extent of the allocation of this site addresses the needs of all the resident gypsy and traveller families over the Plan period – both within existing pitches and through the creation of new pitches. The accommodation needs of the more long standing Wharf Road travelling community are recognised by

the Council. However, the situation at Wharf Road has become very complex with substantial sub-letting of caravans to individuals with no long term connection to the Borough. The Council is therefore seeking to work with the established community and the Lee Valley Regional Park Authority to create an authorised site at Wharf Road for that community. This will entail the relocation of the straggle of plots along the River Lee onto land currently owned by the Authority in the central area where most of the unauthorised plots are currently located. This will create a central integrated site that can then be authorised, licenced and properly serviced with roads, water, electricity and drainage. It will also entail the discontinuance of sub-letting.

16.7 The sites at Hertford Road, St James' Road and Wharf Road have all been removed from the Green Belt in order to enable the effective implementation of Policy GT1 as set out below.

Policy GT1: Gypsy and Traveller Sites

The Council will work with the travelling communities to allocate sites as follows as shown on the Policies Map:

1. Expansion of Hertford Road where additional appropriate needs cannot be accommodated within the existing site boundaries;
2. Accommodation of new pitches within the existing St James' Road site;
3. Authorised site at Wharf Road to accommodate the appropriate needs of the Wharf Road Community.

These sites are allocated for the specific needs of the resident travelling communities to which they relate and the future expansion of those communities through new household formation within those communities. They are not to meet the needs of extended family members not currently resident within the Borough of Broxbourne. The means for ensuring that these sites meet the immediate needs of those communities in perpetuity will be set out within planning permissions.

If demonstrated to be necessary in accordance with policy BR4, the Halfhide Lane Gypsy site will be relocated within Brookfield Garden Village to accommodate the appropriate needs of the Halfhide Lane gypsy community.

Travelling Showpeople

16.8 Broxbourne has one operating travelling showpeople site at the south-western corner of Goffs Lane and Lieutenant Ellis Way. The site has been removed from the Green Belt in order to enable the effective implementation of Policy GT2 as set out below. There is significant scope to accommodate the future needs of the resident community within the site boundaries. A master plan will be agreed with the site owner to secure this objective. Therefore no new travelling showpeople sites are allocated within this Local Plan.

Policy GT2: Extended Travelling Showpeople Site

- I. The travelling showpeople site at Goffs Lane is allocated to meet the accommodation needs of resident travelling showpersons with a clear family connection to the Borough of Broxbourne. The means for ensuring that these sites meet these immediate needs will be set out within planning permissions.
- II. The Council will consider proposals for space for storage of equipment and other uses related to travelling shows, subject to acceptable impacts on the safety and amenity of the occupants and neighbouring residents and agreement of a suitable masterplan.

Nursery Sites

16.9 There may be unidentified local needs arising during the Plan period that cannot be met from the foregoing sites. Should this be the case policy GB2 of this Plan provides the potential for redundant nursery sites to be acquired to meet such proven needs.

PART 4

INFRASTRUCTURE

17 Infrastructure

17.1 The aim of the Council is to deliver sustainable development in Broxbourne. To achieve this, development needs to be carefully co-ordinated and managed in conjunction with the provision of the necessary infrastructure. The Council's Infrastructure Delivery Plan (IDP) will coordinate what infrastructure is needed to support development, where it is needed, when it is needed, who the lead providers are, and how it is going to be funded. New infrastructure should also contribute to place-shaping and make a positive contribution towards the vision and objectives for Broxbourne set out in Chapter 2 of this Plan.

Infrastructure Delivery Plan

17.2 Alongside this Local Plan, the Council is producing an Infrastructure Delivery Plan (IDP). The IDP sets out the infrastructure that is required to deliver the objectives, policies and development proposals set out within the Local Plan. It covers education, transport, healthcare, social care, social infrastructure, public realm and green infrastructure, emergency services, waste and recycling and utilities. It costs the infrastructure and seeks to assign those costs to the funding streams of infrastructure providers, to government finance and to development.

17.3 The initial estimate of the total cost of the infrastructure required to deliver this Plan is in excess of £260 million, of which transport infrastructure is £133 million. Whilst it is a work in progress, the IDP provides the initial benchmark for negotiations with developers in respect of their contribution towards these figures. Taking account of the findings of the IDP, The Council is confident that it has a plan in place to deliver the key infrastructure; in particular the necessary investments in transport and roads, education and health.

17.4 Effective implementation of development planned for Broxbourne depends on the actions of the Council and a number of other organisations such as utility service providers; health, highways and education authorities. The Council will work with these partners to ensure that developments are capable of being serviced in an efficient and timely manner.

Policy INF1: Infrastructure

The Council will implement its Infrastructure Delivery Plan, updated on an annual basis, to assist in securing the appropriate provision, financing and phasing of development and infrastructure.

Transport

17.5 The Broxbourne Transport Strategy accompanies the Local Plan and is available at www.broxbourne.gov.uk/transportstrategy. It sets out a range of improvements to the transport network in order to enable the proposed development. This plan sets out the anticipated broad content of those solutions.

Policy INF2: Broxbourne Transport Strategy

The Council will work with Hertfordshire County Council to implement the Broxbourne Transport Strategy to achieve the following:

- an integrated package of interventions across all modes of transport;
- active and sustainable trip choices wherever possible;
- small scale and cost-effective improvements to existing provision including through travel planning and better information;
- maximised sustainability, viability and deliverability of interventions through prioritisation as follows: firstly by reducing the need to travel, then encouraging more sustainable forms of travel, then making better use of existing infrastructure, and lastly by providing additional capacity; and
- An appropriate balance between competing priorities including north-south and east-west connectivity; catering for through-traffic and meeting the needs of local traffic; targeted investment and widespread investment; and planning for traffic and planning for people.

The A10

17.6 The A10 bisects the Borough from north to south and the majority of road journeys within the Borough either utilise or cross the road. The A10 and its southerly junctions become congested during the morning and evening peaks. Whilst widening of the full A10 is not anticipated, localised widening and junction capacity improvements are likely to be necessary, including improvements to junction 25 of the M25, the Park Plaza roundabout and traffic signal junction, and the signalised junctions at College Road and Church Lane.

The Road Network to the East of the A10

17.7 The old Cambridge Road connects Waltham Cross in the south of the Borough with Hoddesdon in the north. It also becomes congested during peak hours. The Transport Strategy will prioritise the scope for improvements around Waltham Cross, at Cheshunt Old Pond, and at Turnford.

17.8 In Hoddesdon, the developers of High Leigh will be making improvements to the Sun and Hertford Road roundabouts to improve traffic flow through them. A new

roundabout on the link road between the A10 and Hoddesdon will be constructed to provide access into the High Leigh development. A new Essex Road bridge is proposed to provide improved access into Hoddesdon Business Park.

The Road Network to the West of the A10

17.9 Major developments are proposed at Brookfield and at Rosedale. The Brookfield development will be serviced by a new road that will divert Brookfield Lane West to connect with the A10 Turnford Interchange. It is also proposed to divert Halfhide Lane around the new development and to amend access arrangements into the Brookfield Centre. The Transport Strategy proposes to replace mini roundabouts along Longfield and within Goffs Oak with traffic signals to manage queue lengths and improve pedestrian connectivity.

Policy INF3: Road Infrastructure

The Council will work with Hertfordshire County Council and Highways England to deliver the road infrastructure set out in the Transport Strategy including:

1. Increasing junction capacity at Junction 25 of the M25;
2. Improvements to traffic flow through the A10 roundabout linking Lieutenant Ellis Way and Winston Churchill Way;
3. Improvements to traffic flow through the signalised A10 junctions with Church Lane and College Road;
4. The northern extension of Brookfield Lane West to the Turnford Interchange on the A10; and
5. Improvements to the Sun and Hertford Road roundabouts, and Essex Road in Hoddesdon.

Phasing

17.10 The phasing of road infrastructure will result from detailed negotiations with Hertfordshire County Council, Highways England and developers. New developments will be assessed through traffic modelling to determine the timing and order of the schemes set out above.

Crossrail 2

17.11 Crossrail 2 is a national transport infrastructure priority which is supported by the Council to improve rail services between Broxbourne and London. It will provide a new railway between Broxbourne Station and south London. Whilst Crossrail 2 is not programmed to become fully operational until 2033, earlier four tracking of the West Anglia mainline is currently being examined. That would also improve the speed and frequency of services on the railway. Transport for London and Network

Rail are promoting Crossrail 2 and are currently examining the rail and supporting infrastructure that will be required along the length of the route. That will need space for the additional railway tracks, the probable expansion of stations and railway sidings. Once that is known a “safeguarding direction” will be issued to the Council which will protect the land necessary to deliver the infrastructure.

17.12 In order to support the business case for Crossrail 2, the promoters are considering the potential for additional residential and employment developments along the route. This Local Plan is already making a supportive land allocation for a new urban village at Cheshunt Lakeside (Policy CH1) and will be considering the further potential at Waltham Cross through an Area Action plan (Policy WC3).

Policy INF4: Crossrail 2/four tracking

The Council supports the implementation of Crossrail 2/four tracking of the West Anglia railway.

Rail Services

17.13 The Council continues to work with Network Rail, Transport for London and Abellio to improve the frequency, capacity and convenience of existing services to Broxbourne stations. It will also promote further improvements to local stations and the further extension of Oyster Card services into the Borough.

Possible New Stations

17.14 The Council and the County Council are working with Network Rail to examine the feasibility of a new station at Turnford where a major and growing residential population and Hertford Regional College do not have walkable access to the rail network.

17.15 At Park Lane in Waltham Cross, there is considered to be the potential for a new station to service the major employment developments being planned at Park Plaza. The councils are currently assembling an outline business case for this station.

17.16 The proposed locations for the new stations are shown on the Policies map. As there is a great deal of work required to demonstrate their feasibility, these are not yet formal land allocations but are included to obtain initial feedback from the public and stakeholders. As there is a great deal of work required to demonstrate their feasibility, these are not yet formal land allocations but are included to obtain initial feedback from the public and stakeholders. The proposed station at Turnford could provide access to the Lee Valley Park as well as to Turnford.

Policy INF5: Rail Stations

The Council will work with Network Rail and other stakeholders to examine the feasibility of new railway stations at Turnford and Park Plaza.

Level Crossing Closures

17.17 Network Rail and the Council are working on a series of proposals to close level crossings at Park Lane and Trinity Lane in Waltham Cross, at Slipe Lane in Turnford and at Wharf Road in Wormley. In the interest of rail safety and the prospective implementation of Crossrail 2 the Council supports these closures provided that convenient alternative points of access are provided. The Council is working with Network Rail to ensure continued access to the Lee Valley Regional Park for residents and visitors. A new pedestrian crossing at Park Lane will be provided by the Council and Network Rail.

Policy INF6: Level Crossings

The Council will work with Network Rail to identify reasonable alternative crossings for users in support of the closure of railway level crossings.

Bus Services

17.18 Most public transport trips within the borough are by bus. Connectivity to and from planned major developments is therefore essential. As part of the High Leigh development, a new dedicated bus service is to be provided between High Leigh and Broxbourne Station. The development of Cheshunt Lakeside (Policy CH1) and Crossrail 2 will strengthen the potential for more regular services to Cheshunt Station. It is intended that the Brookfield development (Policy BR1) will include additional services. The Rosedale Park development will provide for bus services to be extended into it. At Park Plaza, the bus service from Waltham Cross town centre to News UK has been temporarily discontinued pending the wider Park Plaza development. When this occurs, the re-introduction and possible extension of the service will be sought.

17.19 Waltham Cross bus station is a major terminus. Through the Waltham Cross Town Centre Strategy the Council has formed the view that it should remain in its current location. There may be scope to expand the bus station into the Royal Mail depot site to the north should the latter be relocated and the site become available for redevelopment.

Policy INF7: Bus Transport

I. The Council will work with Hertfordshire County Council and the bus operating companies to deliver a range of measures to provide investment in new and extended bus service provision; better interchanges between different modes of transport and between services; better information; and improved ticketing.

II. The following bus services and bus infrastructure are proposed:

1. New 'town' bus service linking Brookfield, Cheshunt Lakeside and Waltham Cross with the rail stations;

2. New bus service connecting High Leigh with Hoddesdon town centre and Broxbourne station;
3. Re-instated and re-modelled bus service linking Waltham Cross and Park Plaza;
4. Extended bus service (242) into Rosedale Park;
5. Potential expansion of Waltham Cross bus station; and
6. New bus stops at Brookfield.

Walking and Cycling

17.20 The Council is keen to ensure that opportunities for walking and cycling in the Borough are maximised. To that end, the Council has prepared a Local Cycling and Walking Infrastructure Plan (LCWIP) which aims to significantly increase levels of walking and cycling in part by providing a network of safe and attractive paths culminating at key trip generators such as town centres, stations, schools and workplaces. It includes an Action Plan containing a range of projects across the Borough, which link each of the proposals with specific Local Plan development sites where appropriate.

Policy INF8: Local Cycling and Walking Infrastructure Plan

I. The Council will work with Hertfordshire County Council to implement the following approach as set out in the Local Cycling and Walking Infrastructure Plan (LCWIP):

1. A network of cycling corridors to connect across the Borough, each of which will be accompanied by new cycling infrastructure;
2. Core Walking Zones within which public realm enhancements will seek to enhance the safety and attractiveness of walking to the town centres; and
3. Other measures to influence travel choices in favour of walking and cycling, including School Safety Zones; safe crossing points; improved lighting; barrier removal; improved signposting; and promotion of active travel opportunities.

II. Proposals which deliver the projects contained in the LCWIP to contribute to the creation of a safe and attractive walking and cycling routes, will be supported.

Utilities

17.21 Broxbourne's water supplies are provided by Thames Water. The company has indicated that all new development can be supplied.

17.22 Sewerage in the north end of the Borough drains into Rye Meads sewage works. The middle and south ends of the Borough drain into Deephams sewage works in Enfield. Upgrades to both sewage treatment works are due to be completed

in 2019 which are likely to provide capacity into the 2030s. The capacity of the works will be kept under regular review and updates will be included in future iterations of the IDP.

17.23 The power companies were consulted on the draft Local Plan to confirm that planned development can be accommodated.

17.24 The Borough is well located to take advantage of technological developments in broadband and digital infrastructure which will be fully accommodated within new strategic developments.

Policy INF9: Utilities Statements

Planning applications for major developments must be accompanied by a Utilities Statement that explains how such developments are to be serviced in relation to electricity, gas, telecommunications, water and sewerage.

Education

17.25 Ensuring that sufficient school places are available to support residential development, in a timely manner, is an essential aspect of sustainable development. Broxbourne has experienced a significant rise in the demand for primary school places in recent years and this high demand is set to continue with the growth proposals set out in this Local Plan. Demand will also transfer into the increasing need for secondary school places. The Council has worked closely with Hertfordshire County Council to project demand into the need for new and expanded schools as reflected in the following sections.

Secondary Schools

(Below) Newly rebuilt Goffs School,
October 2017

17.26 The Council has been working with all the secondary schools within the Borough to improve their accommodation and their facilities. St. Mary's Academy has been redeveloped on a new site at Bury Green. Goffs School has recently been redeveloped in its entirety on its current site (see right). New classrooms have been built at Cheshunt (Goffs Churchgate) School, which has now been combined with Goffs School in a multi-academy trust. Policy BR3 of this Plan makes provision for the redevelopment of Broxbourne School. New accommodation is being provided at John Warner School. Haileybury Turnford and The Robert Barclay Academy are planning to improve their accommodation.



17.27 There is currently secondary capacity within existing schools. However, Hertfordshire County Council advises that this is expected to fill up as a result of the ageing of existing children currently in primary schools and new children within new

development. By the middle of the Plan period, the County Council considers that a new secondary school is likely to be required.

17.28 Should a secondary school be required, Broxbourne Council's preferred site is located at Church Lane, Wormley, and a significant amount of technical work has already been completed in respect of this site. However, the site is in the Green Belt and the County Council has raised issues regarding the deliverability of the site. A Development Plan Document (DPD) is therefore proposed to resolve the outstanding matters and enable the delivery of suitable educational facilities to meet need as it arises, whether at Church Lane or elsewhere. This work will be undertaken following adoption of the Local Plan to provide a robust planning framework for the delivery of a school site later within the Local Plan period.

Policy INF10: Secondary School Site DPD

The Council will prepare a Secondary School Site Development Plan Document (DPD) to:

- a) Review the needs case and timing for delivery of a new secondary school;
- b) identify a suitable and deliverable site or sites to meet identified secondary education needs;
- c) demonstrate why the selected site was chosen from amongst a range of potential alternative options;
- d) include sufficient detail to make clear how a decision maker should react to a development proposal on the site;
- e) Provide an approach to Green Belt which is effective and consistent with national policy.

Primary Schools

17.29 There has been increased demand for primary school places in Broxbourne in recent years due to increasing numbers of children of primary school age. New development within this Plan will further increase numbers of primary school age children. The Council is taking a prudent approach to providing for new primary schools:

- The Brookfield development will provide for a primary school.
- The Cheshunt Lakeside development will provide for a new primary school.
- The Rosedale Park development will provide for a new primary school.
- In Hoddesdon, a new primary school will be built to serve the High Leigh development and the County Council has identified potential additional primary capacity in the town.
- In Waltham Cross, it is anticipated that Four Swannes and Holdbrook primary schools could be expanded if required.
- In Cheshunt, this Local Plan is providing for a new primary school at Albury

Ride.

- In Goffs Oak, the County Council is planning for the expansion of Woodside Primary School.

Policy INF11: New and Expanded Primary Schools

I. Provision is made for new primary schools as follows: Brookfield Garden Village; Cheshunt Lakeside; Rosedale Park; High Leigh Garden Village and Albury Ride.

II. Woodside Primary School will be expanded to the east to provide additional capacity in Goffs Oak. In other locations additional primary school capacity may be provided at existing schools where there is identified expansion potential.

17.30 Broxbourne has experienced a significant rise in demand for school places in recent years. New schools are required to service the growth proposed during the plan period and existing schools are under pressure to expand. To maximise the contributions that schools can make to their communities, the Council will always seek shared community use of facilities on educational sites.

Policy INF12: Educational Facilities

I. Residential development which generates need for educational facilities must make appropriate provision for such facilities either on-site, or by making a contribution towards new facilities or the improvement or expansion of the relevant existing facilities.

II. Proposals for the creation of new, altered or extended educational facilities should:

- (a) Be served by a choice of sustainable travel and transport options, including walking and cycling; and
- (b) Encourage alternative means of transport other than the car, through the provision of on-site supporting facilities; and
- (c) Be of the highest quality of design which offers flexible use of facilities, while also providing potential for the wider needs of the community to be met on the site; and
- (d) Provide or retain outdoor recreation space and playing fields.

III. Day nurseries, and childcare facilities for more than 6 children under the age of 8, should be located within designated centres and existing community buildings, wherever possible.

Further Education

17.31 Further education within Broxbourne is provided by Hertford Regional College in Turnford. Whilst the college does not have any current plans for expanding its facilities within Broxbourne, the Council will continue to support the College to improve those facilities.

Health Care

17.32 East and North Herts Clinical Commissioning Group (CCG) Strategic Estates Plan (SEP) sets out a stocktake of assets and proposed development. The SEP forms the basis for the planning of future healthcare assets in the Borough and beyond. Broxbourne Borough Council is in positive talks with the NHS on the siting of a healthcare facility at Brookfield. The potential for new health care facilities within the Cheshunt Lakeside and Rosedale Park developments is also being considered.

Policy INF13: Health Care

The Council will work with NHS England and the North and East Hertfordshire Clinical Commissioning Group to plan for additional health care capacity, including new primary care provision at Brookfield and new GP provision for Cheshunt Lakeside and Goffs Oak/Rosedale Park.

Visitor Infrastructure

17.33 Broxbourne is home to a major proportion of the Lee Valley Regional Park and the Lee Valley White Water Centre, is traversed by the River Lee and the New River, and contains a number of historic centres and parks. Policies for these facilities are set out elsewhere in this Local Plan. However, the Borough has very few hotels or other visitor accommodation. Being on the edge of London and well placed for the M25 and A10 corridors and having existing and proposed strategic employment areas, there is evident potential for new hotels.

Policy INF14: Hotels

Sites are identified for hotels at the following locations, as shown on the Policies Map: Waltham Cross Town Centre (Pavilions); Hoddesdon Town Centre (fire station site); Brookfield; Park Plaza; Hertfordshire Golf and Country Club; Land adjacent to Haslemere Marina; High Leigh Garden Village.

18 Planning Obligations and CIL

18.1 Where developments have significant impacts, the Council is able to seek obligations through planning applications to mitigate those impacts. Those obligations are set out within legal agreements under the provisions of Section 106 of the Town and Country Planning Act.

18.2 National guidance sets out three requirements in respect of Section 106 agreements. Planning obligations should be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

18.3 Planning obligations may take the form of financial contributions (e.g. towards the provision of school places, health services etc.) or actions (such as the construction of required highway improvements). Section 106 agreements are also used to secure the delivery of affordable housing.

Policy PO1: Planning Obligations

Planning obligations will be sought by the Council to deliver sustainable development. This may include (but is not limited to) measures to mitigate the impacts of development and to meet the costs of associated infrastructure. It may also include other measures to make a development acceptable in planning terms, where possible, appropriate, and financially viable, in accordance with the Community Infrastructure Levy Regulations.

18.4 The priorities for planning obligations will be:

1. Those delivered on development sites to secure sustainable developments;
2. Projects drawn from the Infrastructure Delivery Plan/schedule;
3. Affordable housing in accordance with Policy H2 of this Plan;
4. The on-going management and maintenance of developments.

18.5 The Council will only relent on the obligations necessary to secure a development where it has agreed that a viability assessment demonstrates that those obligations cannot be afforded by the development.

Viability

18.6 If the developer considers that the level of planning obligations required would render a scheme financially unviable, sufficient information must be provided on an open book basis to enable the viability of the scheme to be comprehensively assessed. The assessment must be provided prior to submission of the planning application. If material changes have occurred to a scheme after the submission of the viability appraisal, a revised version of the appraisal may be submitted to the Council together with the explanation of the scheme's changes.

18.7 The Development Management case officer will procure an independent review by a viability expert to scrutinise any viability evidence submitted by applicants. The applicant will pay for this assessment and any other associated costs that arise.

Community Infrastructure Levy

18.8 Community Infrastructure Levy (CIL) is a non-negotiable charge which is levied by the Council on the floorspace of new developments. That charge would be used to help finance the infrastructure set out within the Infrastructure Delivery Plan. The Council proposes to establish such a charge through a charging schedule that will be prepared once the Local Plan is adopted. The current intention is that such a charge would not apply to strategic developments. Obligations to be sought from the larger developments will continue to be negotiated through section 106 agreements.

Policy PO2: Community Infrastructure Levy

The Council will establish a Community Infrastructure Levy (CIL) on development proposals, which will be set out in a CIL charging schedule.

19 Implementation

19.1 Delivery of many of the Local Plan development proposals and policies is dependent on partnership working with developers, landowners, infrastructure providers and other public bodies. The Council's role in this is often that of facilitator rather than as a direct provider of development and infrastructure. The Council has been highly proactive in bringing forward developments and will continue to be so. This will ensure timely implementation as well as delivery of the vision, objectives and policies of the Local Plan through the inherent quality of those developments and the contributions that they make to the wider community. The emphasis will be on the strategic developments of Brookfield, Cheshunt Lakeside, Rosedale Park, High Leigh, Park Plaza and town centre regeneration, though not to the exclusion of smaller developments.

Delivery of Development

19.2 Most of the developments in the Local Plan will be delivered by the private sector and the Council will work with the businesses to ensure timely and high quality delivery. Where the private sector is failing to deliver the policies of the Local Plan, the Council will consider the scope for more active intervention. As a last resort this could involve the invoking of compulsory purchase powers and the strategic land allocation policies of this Plan set out such an approach. However, compulsory purchase may also be pursued for non-strategic sites.

Policy IMP1: Delivery of Development

The Council will as a last resort consider the use of compulsory purchase or other appropriate powers to deliver the policies of this Local Plan.

19.3 The Local Plan policies provide for a range of master plans, development briefs, strategies and improvement plans, as set out below. These will link with the programmes of developers and public bodies to provide the implementation framework of the Local Plan:

Table 3: Local Plan – supporting plans and strategies

Plan or strategy and policy number	Chapter
Brookfield master plan (BR1)	5
Broxbourne Village Improvement Plan (BX1)	6
Broxbourne Station Area Action Plan (BX2)	6
Cheshunt Lakeside master plan (CH1)	7
Rosedale Park master plan (CH2)	7
Cheshunt Old Pond Strategy (CH3)	7
Old Cambridge Road Corridor Improvement Plan (CH4)	7
Goffs Oak Village Improvement Plan (GO1)	8
Newgatestreet Road Development Brief (GO4)	8

Plan or strategy and policy number	Chapter
Hoddesdon Town Centre Strategy Review (HOD1)	9
Review of the Turnford Surfacing Site Development Brief (HOD4)	9
Review of the Hoddesdon Business Park Improvement Plan (HOD5)	9
Park Plaza West master plan and Design Code (PP1)	10
Park Plaza North master plan and Design Code (PP2)	10
Waltham Cross Town Centre Strategy (WC1)	10
Waltham Cross Northern High Street master plan (WC2)	11
Waltham Cross Renaissance Area Action Plan (WC4)	11
Improvements within the Macers Estate (WT1)	12
Up-date of the Broxbourne Leisure Pool Development Brief (LV3)	13
Reclamation Scheme for the Spitalbrook Area (LV4)	13
Infrastructure Delivery Plan (INF1)	17
Broxbourne Transport Strategy (INF2)	17
Feasibility of new railway stations at Turnford and Park Plaza (INF4)	17
Local Walking and Cycling Infrastructure Plan (INF8)	17
Secondary School Sites Development Plan Document (INF10)	17
CIL Charging Schedule (PO2)	18
Affordable Housing Strategy (H1)	21
Historic Environment Strategy Supplementary Planning Document (HE1)	29
Update of the Council's Supplementary Planning Guidance	

19.4 Local Planning Authorities are required to publish a timeline for the key stages in the production of their Development Plan Documents (DPDs) in a document known as the Local Development Scheme (LDS). The Council's LDS is published on the Council's website at www.broxbourne.gov.uk/localplan.

Monitoring

19.5 The Council produces an Authority Monitoring Report (AMR) which is updated on an annual basis. Progress with the plans and strategies set out in the table above will be monitored through the AMR. Current and past AMRs are available on the Council's website at www.broxbourne.gov.uk/amr.

19.6 In order to ensure that the Local Plan is effective, the Council will monitor the implementation of the Plan against the objectives set out in Chapter 2. The main inter-relationships between the objectives (for example between the objectives for health and wellbeing and environment, and between those for transport and sustainable neighbourhoods) are set out within the monitoring framework in Appendix G.

Policy IMP2: Monitoring of Development

Implementation of the Broxbourne Local Plan will be kept under review using the indicators set out in Appendix G and reported in the Authority Monitoring Report. Monitoring will also include an update on the implementation of schemes and proposals set out in the list of supporting plans and strategies set out in Table 3.

PART 5

DEVELOPMENT MANAGEMENT POLICIES

20 Design and Sustainable Construction

20.1 The importance of good design in high quality development and the public realm is widely recognised. It is also a core value of Broxbourne Borough in terms of shaping places where residents want to live, businesses want to locate and people want to visit. Design plays an important role in creating places that are enjoyable, safe and sustainable. Design is not just about visual appearance: it includes a whole range of social, economic and environmental considerations, which make a major contributor to quality of life.

20.2 Good design can encourage healthy lifestyles by encouraging walking, cycling and outdoor play. It enhances local distinctiveness and strengthens communities by creating spaces where people can come together and build a collective identity and sense of place. Good design helps houses built today meet the challenges of tomorrow.

Design and Amenity

20.3 All development proposals, including extensions to existing buildings, must be of a high standard of design and layout to reflect and promote local distinctiveness.

20.4 The Council will expect proposals to respect or improve the character of the surrounding area. The Council does not expect all new development to be copies or replicas of existing development. Places and design styles change gradually over time and this variation adds significantly to a sense of place.

20.5 The key to creating an appropriate design is not about achieving a certain density, but much more about block design, massing, heights, housing mix, and use of open space. However, changes in density across a large scheme or in urban settings can often be appropriate and add variety and mix providing that they are well-designed.

20.6 Quality design plays a critical role in driving and sustaining economic growth by providing the buildings and spaces needed to nurture and inspire businesses to thrive and prosper. Getting design right is also important for nature by creating ecosystems that support wildlife, and its interaction with people and new development.

Policy DSC1: General Design Principles

I. The Council expects a high standard of design for all development. Wherever possible, development proposals must:

(a) enhance local character and distinctiveness, taking into account: existing patterns of development; significant views; urban form; building typology and details; height; roof form; fenestration detail; materials; building lines and other setbacks; trees; landscaping; and features of local and historic significance;

- (b) significant natural features on site such as trees, waterbodies, habitats, etc. should be dealt with sensitively and retained where-ever possible;
- (c) increase permeability of the area by providing easy to navigate and safe physical connections with surrounding spaces, streets, paths and neighbouring development;
- (d) consider surface drainage requirements from the outset and work with the local topography to create low maintenance SuDS;
- (e) reinforce existing pedestrian connections and create new ones with a clear hierarchy of paths and streets that promote pedestrian friendly environments and active lifestyles;
- (f) provide coherent and logical layouts with active frontages and good natural surveillance;
- (g) create local landmarks and marker features for a well-defined townscape;
- (h) increase accessibility to open spaces, sports and play facilities where-ever possible;
- (i) avoid the creation of blank walls on public fronted elevations;
- (j) mitigate against flooding and climate change through incorporation of features such as trees and planting, water bodies, retention/filter beds, permeable paving, green energy features and the retention/selection of appropriate materials.

II. All developments should have regard to the Council's Supplementary Planning Guidance in relation to design.

Information for Applicants

20.7 Design should be considered from initial conception of development proposals. Where Design and Access Statements are required to support an application, they should explain how the design of the proposal reflects the principles in this policy. Major residential developments (schemes of 10 dwellings or larger) should include within their Planning Statement or Design and Access Statement evidence of how the Building for Life Criteria and the Council's Supplementary Planning Guidance (SPG) have been considered in formulation of the proposal. The Council will update the SPG to incorporate further guidance on good design.

20.8 Design codes may be required for larger developments and applications for self-build plots.

20.9 Active Design, developed by Sport England and supported by Public Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. Planning applications will be assessed against how they support healthy lifestyles by facilitating participation in sport and physical activity. The Active Design

guidance, which provides further details for each of the Principles along with a set of case studies, can be found on Sport England's website.

Policy DSC2: Extensions and alterations to existing development

- I. All extensions and alterations to existing buildings will be required to respect the character and design of that building.
- II. Proposals for extensions/alterations to existing dwellings must ensure that the scale, design and external appearance of the extension/alteration does not unduly impact upon the parent building and wider setting.

Policy DSC3: Design affecting the Public Realm

Development proposals which create, or have a significant impact on, the public realm should:

- (i) maximise legibility and permeability of the public realm through the layout of buildings, landmarks and landscaping;
- (ii) seek to maintain flexibility of use, uncluttered spaces and easy movement through the space through the use of public art, street furniture and infrastructure including signposting/way finding;
- (iii) maximise opportunities for urban greening and opportunities for climate change adaptation through planting. This should involve native planting where possible. In no cases should non-native invasive species be used in sensitive landscapes including water-courses;
- (iv) avoid creating 'left-over' spaces with no clear purpose or function.

Long Term Management and Maintenance

20.10 Declining management and maintenance of a site over the long term can cause considerable distress for residents, neighbours and site users. Responsible bodies and managers for sites can change, with new managers having little knowledge of the responsibilities arising from the grant of planning consent. The ability of the Council to address any unforeseen issues arising at a later date can be limited because of the time that has passed since the approval of the development.

Policy DSC4: Management and maintenance

- I. To ensure the long-term attractiveness and usability of open and public spaces and leisure and sports facilities, the Council will seek to ensure that a high standard of management and maintenance is planned for the development over the lifetime of the development, at the time of the application.

- II. Where appropriate, applicants will be required to submit a long term management and maintenance plan for the development, covering a range of reasonably foreseeable management and maintenance issues and contingencies, and proposing consequential remedial actions.
- III. Once the plan has been agreed with the Council, compliance with the management plan will be secured as part of a legal agreement running in perpetuity with the site.

Information for Applicants

20.11 The draft management and maintenance plan should be submitted at the time of making an application. The plan will be included within the Section 106 agreement.

Sustainable Construction

20.12 Most sustainable construction requirements are now addressed through the Building Regulations. However, good housing design helps meet the challenges of tomorrow by using clever layouts and methods for heating, cooling, optimising water use and re-use. Houses at risk of flooding should be resiliently constructed which will assist in quicker recovery from a flood event.

Policy DSC5: Sustainable Construction

- I. All development must maximise the use of sustainable construction methods and materials. Proposals which can demonstrate the adaptability of the scheme and individual buildings to the challenges of climate change will be welcomed.
- II. All development should incorporate homes, buildings and neighbourhoods that are flexible to future adaptation, including the changing needs of occupants and users.
- III. Design and materials should ensure long term resilience and minimise ongoing maintenance.
- IV. Re-use and recycling of building materials such as bricks should be carried out, and such materials re-used on site wherever possible, and (subject to site specific environmental and design considerations) in preference to natural aggregates or previously unused materials.

Information for Applicants

20.13 Applicants should consult the Council's Supplementary Planning Guidance or its successor for detailed design guidance.

Designing Out Crime

20.14 Careful design aimed at avoiding the creation of dark, private spaces and defining public and private spaces, helps to minimise opportunities for crime and anti-social behaviour in urban areas.

20.15 Various measures can be designed into development schemes, which can assist in discouraging crime and anti-social behaviour. These measures include:

- Creating places with well-defined, interconnected spaces;
- Clearly defined public and private spaces;
- Natural surveillance, by fronting buildings, parking and play areas onto the public realm; and
- Strategically placed effective lighting.

Policy DSC6: Designing Out Crime

I. Applicants must demonstrate they have considered all of the following elements in any proposal:

- (a) that they have maximised opportunities for natural or passive surveillance and public facing frontages through the arrangement of buildings;
- (b) ensuring access routes are direct, signposted, safe and convenient;
- (c) avoiding the creation of blind corridors and narrow alleyways;
- (d) well planned street furniture, boundary treatments, planting and lighting;
- (e) ensuring that paths used for walking and cycling, areas used for cycle and car parking, and recreation and play areas are easily accessible, secure and widely visible.

II. Security features should be designed in a sensitive manner which respects the overall character of the area. On shop fronts and commercial premises, the use of architectural solutions combined with the use of open grill security shutters is strongly preferred.

Information for Applicants

20.16 The Council expects proposals for new residential or commercial development to incorporate crime prevention measures.

20.17 Applicants should consult the Council's SPG for detailed design guidance.

20.18 Prior to submitting any planning application the applicant is encouraged to consult with Hertfordshire Constabulary's Crime Prevention Design Service in order to address any issues around crime, disorder and the fear of crime. This should be done at the earliest stage possible, ideally the pre-application stage, to avoid issues caused by later changes to the design.

Comprehensive Urban Development

20.19 The Council is keen to ensure that land is developed in the most sustainable way. Given the constrained nature of land in the Borough, it is essential that all land is brought forward in the most efficient way possible. The creation of small parcels of landlocked land will be strongly resisted.

Policy DSC7: Comprehensive Urban Regeneration

- I. The Council will pursue the comprehensive development of the strategic development allocations within this Plan, and will resist piecemeal development of those areas that do not accord with agreed master plans.
- II. The Council will promote comprehensive regeneration elsewhere where it is appropriate to do so, and will oppose developments that would compromise such regeneration or the implementation of the wider development of an area.

Shop Fronts

20.20 The design of shop fronts is important to the overall image of the Borough's shopping centres. Attractive shop fronts can help entice shoppers into retail units and centres by providing a distinctive and pleasing shopping environment. This in turn should help bring in trade for businesses and improve the living environment of the Borough.

20.21 It is particularly important that the design and scale of shop fronts, shutters and fascias complement and enhance frontages which have historical character and architectural qualities. It is also important that a balance is struck between protecting the look and character of the high street and safeguarding the security of local businesses. This policy provides a basis in which negotiations on the design and quality of signage, shop fronts, fascias and shutters can begin. Solid shutters create dead frontages especially in the evenings, leading to an unwelcoming and even intimidating environment. Shutters which allow goods to remain on display without compromising security are commonly available.

20.22 The Council is preparing a Shop Front Design Guide which will contain more detailed guidance.

Policy DSC8: Shop Fronts and Fascias

- I. Historic shopfronts should be retained or restored wherever possible.
- II. New and altered shop fronts must respect the scale, proportion, character and materials of the building, and adjoining buildings in the street scene.
- III. Solid shutters (or shutters that appear solid) will only be approved in exceptional circumstances;

IV. Shop fronts should sit within the framework of the existing building structure and facade style.

V. New fascias will be determined by the following criteria:

- (a) the scale, proportion, character and materials of the fascia must respect the parent building, and the scale and depth of surrounding fascias/signs;
- (b) fascias should not link two buildings which have distinctively separate design qualities;
- (c) the size, scale and levels of illumination of fascias, must not have an adverse impact upon the amenity of people living nearby, nor contribute disproportionately to light pollution;
- (d) the advertisement must not have an impact upon the safety of highway users. See also policies on Designing Out Crime and Advertisements and Signage.

Information for applicants

20.23 Both planning permission and consent under the Advertisement Regulations are required for any signage.

Advertisements and Signs

20.24 Advertisements and signs vary greatly in their purpose. Many are essential, others provide information, or announce the location of a service or premises. Signs are usually displayed on the land or premises to which they relate, but directional signs can be located some distance away. Some signs and advertisements require advertisement consent from the Council.

20.25 The impact of signs varies greatly. Individually, they may cause little offence, unless they are very large or carelessly located or inappropriately designed and illuminated. It is often the cumulative effect of many individual signs that causes the greatest negative visual impact.

Policy DSC9: Advertisements and Signs

I. Consent will not be given for advertisements that are harmful to visual amenity or public safety.

II. Particular regard will be had to the potential of the sign to distract motorists.

III. The number, size, position, siting, and illumination of advertisements, must respect the character and appearance of the immediate environment, and the design, scale, features and setting of the building.

IV. Fascia signage on buildings should fit entirely within the fascia panel.

V. There will be a presumption against internal illumination of signs in conservation areas.

V. A cluster or proliferation of signs will not be permitted.

Information for applicants

20.26 Consent under the Advertisement Regulations is required for some signage.

20.27 Applicants are advised to include details of neighbouring signs, proposed levels and hours of lighting, and photos of the location, with their applications.

20.28 Applicants are advised to consult the Councils Supplementary Planning Guidance for further information on acceptable advertisements and signs.

21 Housing

21.1 This chapter sets out the Council's approach to addressing the need for housing within the Borough up to 2033. A key objective of this Plan is to ensure that new housing is accessible and meets the needs of Borough residents. Housing demand is influenced by the proximity of Broxbourne to London. Increasing demand for residential development places significant pressure on the Borough's places and spaces. To maintain the pleasant environment of the Borough, new housing will need to respect its context, be sympathetic to local historic character and help strengthen local identity.

Policy H1: Making Effective Use of Urban Land

I. The Council will optimise the potential for housing delivery on all suitable and available brownfield sites, especially:

- a) Redevelopment/conversion and re-use of vacant or redundant sites;
- b) Estate renewal and regeneration opportunities;
- c) Suitable opportunities within defined town centre boundaries as shown on the Policies map that are in accordance with policy RTC2; and
- d) Sites within the broad area of the Waltham Cross Area Action Plan (Policy WC4), provided that these will not impede the delivery of a strategic approach to development, in particular around transport hubs.

II. The Council will proactively use its brownfield register to identify appropriate sites for residential development and increase planning certainty for those wishing to build new homes.

III. Any proposals for development that include the provision of housing in designated Employment Areas, or on the site of an existing employment use elsewhere, must satisfy the requirements of policies ED2 and ED3 respectively.

Affordable Housing

21.2 The Council will negotiate the tenure, size and type of affordable units on a site by site basis having regard to housing needs, site specifics and other factors.

21.3 In all cases the preference is for 65% affordable housing for rent and 35% affordable housing for sale. Targets will only be varied where viability evidence demonstrates that the cost of bringing a site forward for development prohibits full on-site provision, or where there are exceptional circumstances to justify off-site provision in places where affordable housing is needed more.

Occupation

21.4 In order to ensure that the benefits of affordability are passed to successive occupiers, it will be expected that affordable housing is occupied by people identified by the Council as being in housing need in accordance with Council criteria.

Policy H2: Affordable Housing

- I. The provision of affordable housing will be required on all new residential developments of more than 10 units, or the site has an area of 0.5 hectares or more.
- II. Attempts to circumvent this threshold by fragmentation of a large site, and/or underdevelopment of a site suitable for a higher density will be strongly resisted.
- III. 40% of units in the development are required to be affordable.
- IV. The affordable housing split will be 65% affordable housing for rent and 35% affordable housing for sale unless identified requirements or market conditions indicate otherwise.
- V. Affordable Housing should be provided on site. Every proposal that includes affordable housing should ensure that the market and affordable housing are integrated within the scheme, have the same external appearance and quality; and accord with all other development standards in this plan.
- VI. Contributions towards the off-site provision of affordable housing in lieu of on-site provision will be an exception and will only be accepted in relation to developments which the Council considers are unsuitable for the provision of affordable housing. Contributions towards the off-site delivery of affordable housing will be negotiated on a site by site basis, with regard to the Council's Affordable Housing Strategy, and national policy requirements and funding arrangements at the time of the negotiation.
- VII. Proposals to provide affordable housing (or financial contributions towards off-site provision) which fall short of the above requirements on ground of viability shall only be acceptable where they are accompanied by a full economic appraisal of the development costs and anticipated values.

Information for applicants

21.5 Proposals which are unable to meet the affordable housing requirement will need to be supported by a viability assessment. This assessment will be subject to independent peer review by an assessor appointed by the Council, and will be carried out at the expense of the applicant.

21.6 The exact configuration of the affordable units will be determined at the time of the application, having regard to the Council's Housing Strategy and the most prevailing need at the time and the site context. As a general rule, the Council will seek to achieve the following targets for the affordable housing mix:

- 1 bed = 20%

- 2 bed = 40%
- 3 bed = 35%
- 4 bed = 5%

Changes of Use

21.7 There is a high demand for housing in the Borough. Because of this, the Council will consider the conversion of some suitable buildings to a residential use.

Policy H3: Conversion of non-residential buildings to residential use

I. Conversion of non-residential buildings to residential use will be supported where:

- (a) the permanent loss of the previous use would not have a material adverse impact upon the local commercial environment or community; and
- (b) the proposal accords with other relevant policies and standards in this Plan.

II. The conversion of premises into residential use will be resisted where the premise is a ground floor commercial unit within the Borough's town, district, neighbourhood or local shopping centres.

Housing Mix

21.8 The Council's Strategic Housing Market Assessment (2016) estimated 75% of overall housing requirements (both market and affordable) are for 2 and 3 bed properties. The greatest demand for affordable housing is for one and two bed properties. The highest demand for market housing is for 3 bed properties at 55%.

Policy H4: Housing Mix

I. The Council will seek a mix of housing for each site that results in residential areas that are balanced and socially diverse. Both market and affordable housing developments must be inclusive, providing for a mix of occupiers and tenures and the entire range of ages.

II. On schemes over 20 units, at least 5% should meet the Building Regulations Requirement M4(2): Category 2 – Accessible and Adaptable Dwellings, or its successor. This requirement applies separately to the provision of both market and affordable housing on the site.

Information for applicants

21.9 Applicants should consult the Council's website to view the latest evidence on housing needs and mix.

Houses in Multiple Occupation

21.10 Houses in Multiple Occupation are properties rented by at least 3 people who are not from 1 'household' (e.g. a family) but share facilities like the bathroom and kitchen. It's sometimes called a 'house share'. The Council recognises that Houses in Multiple Occupation (HMOs) and the temporary accommodation provided by hostels and bed and breakfast accommodation, form part of the range of housing provision necessary to meet the needs of residents. The Council aims to support this type of accommodation in locations suitable for more intensive occupancy. Large houses in Multiple Occupation are defined as houses with 7 or more people, who form more than one household i.e. are unrelated, and share one or more facilities such as a kitchen or bathroom.

21.11 Occupiers of HMOs are less likely to have access to a car and so proximity to public transport links and convenience shops is extremely important.

21.12 Over concentration of HMOs within a particular area may result in a deterioration of the amenity of the local area due to the short term nature of their occupants and intensive nature of the use. The Council will strongly resist a concentration of HMOs in one location and will consider the use of Article 4 directions if monitoring identifies that this is an issue.

Policy H5: Houses in Multiple Occupation

I. Proposals for Houses in Multiple Occupation for 5 or more people, will only be supported where the proposal is located close to town centres and is well served by Public Transport.

II. All proposals must comply with the relevant development plan policies and design standards set out in this Plan, including the standards set below.

III. The proposal must also satisfy the guidelines set out in the Council's Broxbourne HMO Amenity Guidance, which includes bedroom sizes as set out below:

One-person/one-room unit with separate kitchen	9m ²
One-person / one-room unit integrated kitchen	12m ²
Two-person / one-room unit with separate kitchen	13m ²
Two-person / one-room unit with integrated kitchen	16m ²

IV. The proposal must satisfactorily demonstrate that:

- (a) the use will not result in an adverse impact, including cumulative impact, on the character and appearance of the local area; and
- (b) the use will not adversely affect the character and appearance of the building, and
- (c) the use will not adversely affect the amenity of adjoining or adjacent residential Occupiers.

Information for applicants

21.13 Houses in Multiple Occupation of 5 or more people require a license from the Council's Environmental Health Department.

Housing for Older or More Vulnerable People

21.14 With our ageing population, and improving levels of medical care, the type of housing needed will continue to alter over the plan period. Offering a range of housing choices for older people and particularly the 'early retired', and vulnerable groups at affordable levels, frees up family sized homes that are currently under-occupied.

21.15 Accommodation for the elderly is moving towards more flexible forms of living which allow for continuing care in one place as care needs change. This type of housing will provide support for people who seek to downsize from family size housing earlier in their advancing years, yet wish to maintain their independence. Options where residents can enjoy their own self-contained small home or dwelling unit within larger developments offering a range of additional support options and facilities are particularly sought after. These include retirement villages where residents have a small dwelling unit within a development offering varying levels of care and support, and shared ownership schemes for elderly 'downsizers'. Other forms of accommodation for older or vulnerable people include residential care or nursing homes with higher levels of care and support. A range of living options for those with specialist needs such as learning and physical disabilities, dementia and neurological health conditions is also required. It is important that dwellings for older and vulnerable people are located close to public transport options and key local services.

Policy H6: Housing for Specific Needs

I. Proposals for new housing that meets the needs of older and vulnerable people will be expected to:

- (a) be capable of being used flexibly, with a proportion of new specialist accommodation fully wheelchair accessible;
- (b) provide a range of accommodation sizes, tenures and types with provision for access to care services within the development.

II. Such proposals will be expected to be:

- (a) In a suitable location where access to local services and a choice of sustainable travel options is available;
- (b) Of a safe and stimulating design which meets the needs of its residents.

21.16 The Borough suffers from one of the highest rates of homelessness in the country outside metropolitan areas.

Information for applicants

21.17 Parking standards for alternative needs housing will be applied on a flexible, site by site basis, reflecting the exact nature of the development and any potentially reduced need for private cars. Car clubs or any other provision of pooled cars will be considered in offsetting parking requirements.

Specialist Residential Accommodation

21.18 There is an ongoing need in the Borough for specialist residential accommodation, whether for students, the homeless or other disadvantaged groups. Once established, these facilities serve a valuable purpose in the community. They can be difficult to replace if lost as they often give rise to concerns on social issues and fears about the impact the use may have upon the amenity of their immediate environment. Nevertheless, there is a need for such provision within a socially mixed, balanced and caring society and the Council will seek to retain these facilities wherever possible.

Policy H7: Loss of Specialist Residential Accommodation

The Council will oppose the loss of all forms of existing specialist residential accommodation unless the applicant can demonstrate that no need currently exists for that type of accommodation.

Residential Annexes

21.19 Limited housing supply and increasing house prices has resulted in extended families, including adult children, in some cases with children of their own, and elderly parents all occupying a single residential property. Annexes for family members, particularly elderly relatives, can help to meet social needs whilst reducing pressure on other types of accommodation. However, they can have implications for car parking provision, neighbourhood amenity, provision of amenity space, other infrastructure needs such as GP surgeries, and impact on neighbours and the immediate locality.

21.20 Proposals to create an additional residential unit will be resisted unless the site and immediate vicinity can accommodate associated pressure on parking, and services.

Policy H8: Residential Annexes

I. Residential annexes will be permitted where:

- (a) the accommodation forms an extension to the main dwelling and is capable of being used as an integral part of the dwelling; or forms a separate outbuilding which is in close proximity to, and shares some essential facilities with, the main dwelling; and
- (b) the scale of the annexe is subordinate to the existing dwelling and is the minimum level of accommodation required to support the needs of the intended occupant/s; and
- (c) there is sufficient space to park vehicles for both the dwelling and the annexe, in accordance with adopted standards, which is available and appropriately located within the curtilage; and
- (d) the development accords with design policies on extensions and alterations to dwellings.

II. Where planning permission is granted for a residential annexe, planning conditions will be imposed to ensure that the occupants of the annexe are ancillary to the primary household and related to the occupants of the main dwelling.

III. The Council will maintain a presumption against the development of self-contained residential units within the curtilage of existing dwellings, where the proposal would be in conflict with the policies in this plan or design or space standards.

Information for Applicants

21.21 The Council considers that annexes should be designed as an integral part of the existing dwelling or as a separate outbuilding, in close proximity, and with ready access, to the main dwelling. Applicants will need to justify the level of accommodation proposed and demonstrate how the application complies with the policy.

21.22 Within the Green Belt and the rural area beyond the Green Belt, permission would not be granted for later sub-division of a dwelling and annexe into two separate residential units, unless the proposal meets the planning criteria which would be applied to new proposals for a separate dwelling.

Residential Moorings

21.23 The River Lee, and the Lea Navigation complex, lie within the Lee Valley Regional Park, is covered by a number of international wildlife designations, and is a highly valued element within the Borough landscape. Applications for residential moorings will only be considered where they are compatible with waterways and their surrounding environment.

21.24 Visitor and leisure moorings offer an attractive alternative way to enjoy the Park, and are seen as compatible with the purpose of the Park. However, permanent residential moorings can have significant adverse effects on the amenity and environmental quality of the River Lee. They also reduce opportunities for water based recreation such as canoeing, visitor moorings, rowing and the possibility of a water taxi service. Permanent residential moorings, with the associated secure provision, and access requirements are not considered appropriate within the Regional Park.

21.25 In locations away from the main course of the River Lee and the Lea Navigation, applications for moorings within marina-type developments will be considered on their merits.

Policy H9: Permanent Residential Moorings

Applications for permanent residential moorings within the Lee Valley Regional Park will be resisted.

22 Economic Development

22.1 To diversify the employment base of the Borough and reduce outward commuting by residents, the Council is committed to enabling a full range of economic development opportunities within the Borough. To achieve this, a balance must be found between providing certainty for business and adapting to a changing economy and environment. The Council currently has a range of jobs in the B2-B8 employment use category and is looking to expand employment associated with knowledge intensive, high value uses throughout the Borough, and in particular with business campuses at Brookfield and Park Plaza West, and hotel and leisure activities.

22.2 High value, good quality office space in close proximity to London is required to meet the existing and future needs of businesses of all sizes.

22.3 Areas suitable for hosting a range of employment uses are a valuable resource. To this end, Employment Areas have been designated on the Policies Map to ensure the economic viability of these areas is not eroded by allowing other, potentially conflicting, land uses in these areas. Smaller employment uses which rely on cheaper, older sites can provide valued local services, such as car repair garages. Similarly, start-ups often use cheaper, older, smaller premises to help them become established. Small scale offices in out-of-centre locations also contribute to the diversity of the local economy. These smaller, older sites are disappearing.

New Employment Uses

Policy ED1: New Employment Uses

- I. New knowledge-focused, employment uses will be strongly encouraged within the Borough.
- II. For all employment uses, a suitable location should be accessible by several modes of transport, and the proposed use should not conflict with other policies within this Plan.
- III. New employment floorspace should be flexible and able to respond to the changing needs of large, medium, small and growing enterprises.

Employment Areas

22.4 Employment Areas have been designated within the plan to enable business to carry out industrial type activities with certainty. Demand for space in Broxbourne's employment areas is high, and the Council is keen to ensure that the space is used in the most efficient manner possible. The protection of Employment Areas is necessary for sustaining economic development in the Borough.

22.5 While the Council will always consider applications for changes of use, changes to non-employment uses will be resisted within Employment Areas.

22.6 Businesses often choose, or need to, vacate their premises. This can leave buildings and sites vacant, and at risk of applications for non-employment use. However the Council recognises that vacancies are part of the property letting cycle. To ensure that there is no oversupply in certain types of business units, the Council will monitor vacancy rates within these areas. Examples of exceptions to the loss of these employment units include supporting uses such as crèches and nurseries, training facilities and cafés.

22.7 The Council will welcome intensification of use and redevelopment of existing sites for employment uses.

22.8 New employment uses will be strongly encouraged within the Borough's Employment Areas.

22.9 Development for B1 and B2 uses are strongly preferred.

Policy ED2: Employment Areas

I. Designated Employment Areas (as defined on the Policies Map) are reserved for employment use and other uses which support, or are wholly compatible with, the designation.

II. Within these areas, the Council welcomes proposals for redevelopment and intensification of sites for uses within the B1 and B2 use classes.

III. Wherever possible, new employment floorspace should be of a flexible design, able to adapt to the changing needs of occupiers, and be of energy efficient construction.

IV. Development must not prejudice the continued operation and viability of the Employment Area and neighbouring employment uses.

V. Within the Employment Areas identified on the Policies Map, the Council will permit development, re-development or change of use for an alternative employment use subject to the following criteria:

- a) the proposal would not significantly affect the amenities enjoyed by occupiers of properties adjoining the employment area;
- b) the proposal would not create an unacceptable impact on the local and/or strategic transport network;
- c) the proposed use provides a complementary benefit to the Employment Area and serves the needs of local workers;
- d) any retail element must be ancillary to the main business use;
- e) the use maximises the employment potential of the area.

Information for Applicants

22.10 Proposals for waste management and recycling must also have regard to the waste development local plan prepared by Hertfordshire County Council in its role as waste planning authority.

22.11 Proposals which provide a complementary benefit to the employment uses and which serve the needs of the local workforce include leisure uses such as gyms, childcare and small scale food outlets.

Rest of the Borough of Broxbourne

Policy ED3: Loss of Employment Uses - Rest of the Borough

Development which would cause the loss of an existing employment use, will only be permitted where all the following criteria are met:

- (a) The retention of the site or premises for employment use has been fully explored without success, and that there is no reasonable prospect of the site/premises being suitable and viable for reuse or any alternative employment use in the medium term; and
- (b) Continued use of the site for employment generating purposes is incompatible with surrounding land uses.

Information for Applicants

22.12 For an application to be considered against criteria (a), evidence of active marketing will be required to be submitted with the application. This evidence should clearly demonstrate active marketing of the site with a number of agents, using a range of media, for a minimum of 18 months, at the average market rate. Medium term is defined as 10 years from the date of the application.

22.13 This policy applies to vacant sites, where the last lawful use was an employment use.

23 Retail and Town Centres

23.1 The vitality and viability of the Borough's shopping centres is based on a mix of uses which attract a range of visitors. In recent years there have been many financial pressures on town centres, with competition from larger centres, including out of Borough centres, rising proportions of internet shopping and a trend towards reduced retail spend overall.

23.2 To ensure that the vibrancy and critical mass of our high streets are not irretrievably lost, the Council must plan for the long term to ensure that the integrity of the Borough's high streets is not eroded by piecemeal development.

23.3 In order to secure the vitality and viability of the Borough's centres, it is important to retain a high proportion of retail uses, but also acknowledge the changing role town centres have as a focus for providing social, cultural and leisure experiences. A mixture of uses in the right locations can spread activity throughout the day and into the evening, providing for social as well as retail needs, and improving the viability of town centres.

Development within Town, District and Local Centres

23.4 The Policies Map shows the boundaries of the Borough's town, district and local centres: Hoddesdon Town Centre; Waltham Cross Town Centre; and Cheshunt Old Pond District Centre as well as seven local centres.

23.5 National policy sets out 'main town centre uses' which are considered appropriate within these defined centres as follows:

- retail development (including warehouse clubs and factory outlet centres);
- leisure/entertainment facilities/the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
- offices;
- arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

23.6 For main town centre use development outside the defined centres, planning applications involving retail and leisure use floorspace over the nationally prescribed default impact floorspace threshold (2,500 square meters gross) should be accompanied by an impact assessment in accordance with national policy requirements.

23.7 The Council aims to provide a variety of retail uses in our centres. It also ensures that new proposals are appropriate, convenient and in-keeping with the locality.

23.8 The Government requires that retail uses should be directed to town centres first and then to edge of centre sites where they are suitable, accessible and well connected to the adjoining shopping centre.

23.9 This Plan aims to direct retail uses to town centre locations first. If the proposal cannot be viably situated in town or edge-of-town locations, applicants should provide adequate justification as to how the alternative location is more beneficial to the community.

Policy RTC1: Retail Hierarchy

I. The Council will permit town centre use development within the defined centres, as shown on the Policies Map, that is compatible with their function and position within the retail hierarchy below:

- Town Centres: Hoddesdon Town Centre and Waltham Cross Town Centre;
- District Centre: Cheshunt Old Pond District Centre; and
- Local Centres: High Street, Cheshunt; High Road, Broxbourne; High Street, Waltham Cross (Nos 228-286 and 229-267); Crossbrook Street (Nos 99-137); Goffs Oak; Wormley; and Rye Road, Hoddesdon.

II. Brookfield Riverside is identified as a broad location for a proposed new town centre where main town centre uses will be acceptable if delivered in accordance with an integrated masterplan as set out in Policy BR1. A town centre boundary will be defined as part of a review of the Local Plan, once the extent of the town centre is known.

III. Main town centre use development will not be permitted elsewhere in the Borough unless otherwise provided for in this plan or where it satisfies, where applicable, national policy requirements relating to a sequential approach and impact assessment.

Policy RTC2: Development within town, district, and local centres, neighbourhood centres and shopping parades

I. The following criteria will be used to consider the acceptability of new development proposals, including extensions, alterations, and changes of use within the Borough's town, district, and local centres, neighbourhood centres and shopping parades:

- (a) whether the development enhances the historic character of the centre (where relevant) and the public realm;
- (b) the role of the centre and services it provides;
- (c) the vitality and viability of the centre;
- (d) the provision of safe access, full and complete servicing arrangements, and

parking;

(e) any adverse impacts upon the centre or residents in terms of noise, fumes, smells, litter and general disturbance.

II. Planning applications for new development, including changes of use, within the above centres should have regard to the relevant Council strategy, including the town centre strategies for Hoddesdon or Waltham Cross, or the district centre strategy for Cheshunt Old Pond.

III. Street cafés and external seating, will be permitted provided that there is:

- (a) no harm to the free flow of pedestrian and vehicular users of the highway,
- (b) no adverse impact to neighbouring residents by reason of noise.

The Council may impose shorter hours of operation than the parent premises to which the café relates.

Information for Applicants

23.10 Applicants wishing to submit proposals within town centres should take into consideration the relevant town centre strategy and make reference to them in their design and access/planning statement. A full list of Neighbourhood Centres, Local Centres and Parades is set out in the Town Centres, Shopping and Leisure Strategy in Section 3: Development Strategy above.

Evening Economy

23.11 Versatility is often the making of a great town centre. A challenge in achieving versatility is the transition that takes place from the day-time economy to the evening economy. With this shift, the uses of the town centre can change dramatically with individuals and businesses shifting their needs accordingly.

23.12 It is important to plan for the evening economy. A shift between day and night-time activities can bring a number of issues for town centres. As the business day ends, pressure is placed on transport infrastructure causing congestion and pollution. This is compounded by a lull in activity on the high street until the activities associated with the evening economy begin.

23.13 With careful planning, the transition from day to evening can be a profitable for the high street. Ideas such as later closing times for retailers and service providers such as estate agents to entice workers to stay in centres longer, cut congestion at peak times and increase custom has proved effective in other areas. Actively managing the range of activities with the help of leisure and hospitality sectors also helps increase activity on the high street during quiet periods.

23.14 It is vital to understand how crime and anti-social behaviour can be minimised while encouraging a vibrant night scene. This can be achieved with the help of evening economy businesses, local police or other uniformed presence, transport

operation and CCTV provision. The Council is striving for excellence in managing the evening and night time economy and is aiming to achieve Purple Flag standards in its town centres.

Policy RTC3: Evening Economy

I. New leisure and similar service uses, including evening and night-time uses, will be considered positively if they are located within the Borough's centres identified on the Policies Map.

II. Proposals will be assessed against the following criteria:

i. Likely impact, including their cumulative impact, on the character of the centre/frontage; and

ii. Impact on the amenity of neighbouring residents; and

iii. Potential for crime/anti-social behaviour and/or extra litter or other nuisance, including security issues raised by crowded places; issues associated with the misuse of drugs/alcohol and the adequacy of the mitigation measures proposed to manage these; and

iv. Whether the centre can accommodate comings and goings associated with late night visitors including the provision of public transport, the location of safe taxi/private car pick up and drop off.

v. Impact on the vitality and viability of existing centres.

III. In considering any proposal, the Council will consider the mix of uses within the centre or frontage and the effect of the proposal on the daytime retail offer.

Information for Applicants

23.15 For development proposals in designated centres, the Council may require contributions to community safety facilities. These contributions will address potential crime and safety issues associated with evening and late night uses which would otherwise make development unacceptable. These may include contributions to measures such as CCTV, better lighting, and late night bus services or other transport measures.

Hot Food Take-Away Uses

23.16 Establishments whose primary business is the sale of hot food for consumption off the premises, fall within the A5 (Hot Food Take-away) use class. In 2012 Broxbourne had an average of 8 hot food take-aways per 10,000 people - higher than adjoining Boroughs. This relatively large number of take-aways has served growing demand for fast food establishments; extended choice and competition within the food sector, and enlivened the evening economy.

23.17 Hot food take-away uses can affect the balance of shops and services within town centres, and add to litter. They also provide ready access to foods linked to increasing levels of childhood obesity. The Council needs to manage the number of A5 hot food take-away uses in the Borough, to ensure that there is a range of eating and drinking establishments, to protect the amenity of the Borough and its residents, and have regard to the health of adults and children in Broxbourne.

Policy RTC4: Hot Food Take-Away Uses

Proposals involving the establishment of hot food take-away uses will be determined in accordance with the following criteria:

- (a) the contribution it makes towards the character, role, function, vitality and viability of the shopping centre, its night-time economy and the local area; and
- (b) the proliferation and clustering of hot food take-away uses within the immediate area; and
- (c) the impact upon the quality of the local environment, including the amenity of neighbouring residents, in terms of noise, litter, smells and/or vibrations; and
- (d) the impact of access, servicing and parking arrangements on highway safety, traffic flows, and parking; and
- (e) the impact of ventilation extracts on the streetscape and the amenity of neighbouring properties; and
- (f) the potential for mitigation to minimise the impact on the local environment.

Information for Applicants

23.18 Questions can arise as to whether the use is for an A3 (Restaurants and Cafes) and an A5 (Hot Food Take-away) Use. Usually, the proposed layouts of such premises provide a clear guide as to whether the use will fall into the A3 Class or the A5 Class. In determining the primary use of the premises, consideration will be given to:

- The proportion of space designated for food preparation and other servicing in relation to designated customer circulation space, and
- The number of tables or chairs to be provided for customer use.

24 Open Space, Recreation, and Community Facilities

24.1 Open space, sport and recreation facilities are important in enhancing people's quality of life. They also perform wider roles in helping build an inclusive community, promote healthy lifestyles and protect green spaces. Open spaces and sports facilities are key community assets which directly impact on the health and wellbeing of residents. Many adults and children do not exercise, and obesity rates have risen alarmingly in recent years. The Council seeks to protect existing assets, so that people have ready access to sports fields, open spaces and play equipment where they can exercise. Planning aims to maintain sufficient provision of these spaces by ensuring that new development meets the leisure and open space needs of their new occupants. Encouraging greater levels of walking and cycling by increasing the accessibility of places is also an important planning tool in improving health outcomes for residents.

24.2 Community facilities play a significant role in developing the social and physical health and wellbeing of residents by allowing activities and interests outside of home and work. They help bring people together and establish new communities. Open spaces and recreational facilities also present great opportunities to protect and enhance biodiversity within the Borough.

24.3 New housing places additional pressure on existing open spaces and other sport and recreation facilities. To reduce this, proposals for residential development are expected to provide on-site areas of open space and play facilities. A number of new areas of open space are designated within this Plan as set out within Policy ORC1 below. In some cases, on-site provision may not be the best planning solution to meet additional requirements for open space or play or leisure facilities. In these circumstances, developers will need to provide financial contributions towards off-site provision in lieu of providing facilities on site.

24.4 It is crucial that open space and leisure facilities are well planned and managed. Play, leisure and sport facilities, particularly those based outdoors, should serve a range of needs, ages and disabilities; use natural materials where possible; and be able to accommodate change. They should be accessible, safe and secure. They should not adversely impact on local amenity.

24.5 The Broxbourne Leisure Facilities Strategy has identified a number of priorities for the Council in respect of its sports and leisure facilities. These include: retaining the existing built sports facilities in the borough; the need for replacement or remedial works on its artificial grass pitches; addressing the high demand for football pitches at particular times; an increase in cricket pitches to meet projected demand and additional rugby pitches.

24.6 The Leisure Facilities Strategy advocates the use of Community Use Agreements to secure access to existing leisure facilities on land such as schools. Community Use Agreements will be sought to secure community use of new facilities which are not normally available for wider community access. Community Use Agreements should be explored prior to considering new facilities, where schools in the immediate vicinity clearly have sports and leisure facilities that are under-utilised.

Policy ORC1: New Open Space, Leisure, Sport and Recreational Facilities

I. The Council will require contributions to the provision of new open space, community and leisure facilities for all residential development proposals, having regard to national guidance, the Council's Leisure Facilities Strategy, existing provision within the vicinity of a development and the potential for shared use of facilities, and the Infrastructure Delivery Plan.

II. Proposals for new leisure facilities, sports facilities, playing fields, children's playgrounds and allotments which meet a community need will be supported in principle, subject to their design and location, having regard to the following:

- (a) the impact of the facilities on local residents in terms of environmental quality and general disturbance;
- (b) the safety and security implications of the development and effectiveness of mitigation measures which could be put in place;
- (c) access and parking arrangements to and from the facility for vehicles, cycles and pedestrians;
- (d) opportunities for a net gain in the levels of biodiversity on the site.

III. Children's playgrounds should, where possible, provide a degree of flexibility to ensure they can provide a range of facilities for a mix of ages, and adapt to changing play trends.

IV. Arrangements for the maintenance and on-going management of open spaces and playgrounds must be clearly documented in the planning application.

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

VI. The areas shown on the Policies Map and Concept Plans at Rosedale Park, Theobalds Park Farm south of Park Plaza West, North of Goffs Lane and at Newgatestreet Road in Goffs Oak, are all designated as new open space. Other specified areas of new open space (see policies CH1, GO5 and Chapter 5) should form part of the masterplan for each site. These areas will be kept permanently free from built development, and should include a mix of formal and informal recreational space, parks and gardens, planting schemes, or landscaping.

Information for Applicants

24.7 To help to inform their proposals, applicants are advised to refer to the Council's indoor and outdoor leisure strategy. The strategy identifies the quantity and quality of shortfalls of various open space and community facilities in the Borough e.g. sports halls, artificial grass pitches.

24.8 Details of the maintenance and future management of play facilities and open spaces should be provided in an accompanying planning statement. In some circumstances, it may be necessary to adopt or provide a commuted sum for their on-going management and maintenance.

Loss of Facilities

24.9 The Council greatly values its existing open spaces and recreational facilities and will strongly resist the loss of open space, recreational, leisure, and sport facilities. These have an important role to play in keeping residents physically and mentally fit, as well as improving the amenity of the Borough, and providing habitat for wildlife. See Appendix A for a list of Open Spaces and Recreation Grounds

Policy ORC2: Loss of Open Space, Leisure, Sport and Recreational Facilities

I. Open spaces, sport, recreational and leisure facilities, including playing fields, allotments and children's play areas, including but not limited to open spaces listed in Appendix A, will be protected from development.

II. Exceptions to this will be considered if they meet the following criteria:

(a) an assessment has been undertaken, which clearly shows the open space, facility, buildings or land to be surplus to requirements; and

(b) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or

(c) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

Information for Applicants

24.10 A detailed justification of why the loss is necessary and how the existing need will be met, must be clearly set out in a planning statement that accompanies the planning application.

24.11 Applicants will be expected to reference the Council's Leisure Facilities Strategy in the first instance as an indication of need for sports and recreational facilities throughout the plan period.

24.12 For (b) and (c) a 'suitable location' is defined as being in reasonably close proximity to the original site i.e. 30 minutes walking time.

Undesignated Amenity Space

24.13 Undesignated Amenity Spaces are commonly found in residential areas. They function as informal recreation areas, and provide valuable green space in and around housing estates. Amenity spaces are generally publicly accessible and serve the immediate local community by providing a space for children's informal play, jogging and dog walking. These spaces can also act as a buffer, reducing noise from a busy road.

24.14 The Council aims to protect amenity spaces where they make a contribution towards local amenity and community function.

Policy ORC3: Amenity Spaces

There will be a presumption against the loss of amenity spaces unless that space no longer provides an amenity to the local area and/or a visual break within the local area.

Community Uses

24.15 Community uses range from medical institutions such as doctors and dentists to educational establishments and churches. They include libraries, youth centres, gyms, theatres, cinemas as well as religious or cultural buildings. They not only provide the necessary infrastructure that underpins a healthy and prosperous community, they also provide a range of activities that help to engage and connect residents.

24.16 New community uses will generally be supported, where the use has a clear benefit to the local community. In some cases community uses may be proposed within the Borough's centres and designated retail frontages. The effect of these uses will be weighed against the retail function of the centre. Other times, community uses may be proposed for residential properties, these will be resisted unless an exhaustive search can be demonstrated and no other site is available.

24.17 The loss of community facilities will be resisted unless evidence has been provided of a lack of community need or alternative, improved, provision has been made as part of the development.

Policy ORC4: Community Uses

I. Proposals for new community buildings/uses must not conflict with other policies contained within this Plan and must conform to the following criteria:

- (a) the proposal should have no adverse impact upon the amenity of the local area and residents in terms of noise, smells, lighting and general disturbance;
- (b) the proposal should have no adverse impact upon the highway network and have appropriate parking and access arrangements in accordance with the standards set

out in this plan and other Council guidance;

(c) the community building/use should be easily accessible by all modes of transport;

(d) full servicing arrangements can be provided on site.

Loss of Community Uses/Buildings

II. Development proposals should not result in a loss of premises currently in active and regular community use, unless the building or site is demonstrably no longer suitable for community use or the use is not viable and alternative provision can be found in the Borough or in reasonably close proximity.

III. Applications which provide or enable dual or multiple use of facilities for wider community activities will be welcomed. Community Use Agreements will be sought where-ever possible to enable wider use of community facilities.

Information for Applicants

24.18 For the loss of any community building information should be submitted setting out what measures have been undertaken to either retain the building for community use, or if there is evidence of ongoing or unmet need, find alternative provision within the Borough. The Council's Leisure Strategy should be referenced if the use is included within the Strategy.

Equestrian Development

24.19 Equestrian or horse related activities are popular forms of leisure and recreation in the Borough. Riding schools and stables can contribute to the range of outdoor sport and fitness activities on offer, fit in well with agricultural activities and help to diversify the rural economy. The Council will support equestrian development that maintains environmental quality and the character of the countryside.

24.20 While equestrian development can be appropriate in the open countryside, the cumulative impact of horse related activities and associated buildings can have an adverse impact on the character and appearance of rural areas. Existing buildings should, where-ever possible, be re-used. New buildings for horse related activities, including stables, field shelters and tack rooms should be no larger than is essential, and careful attention paid to siting and landscaping. Particular care will be needed where floodlighting is proposed in order to avoid an unacceptable impact on residential amenity.

24.21 In assessing any application, regard will be had to the British Horse Society standards for welfare, and particularly grazing, access to clean water, and space, taking account of access to the wider countryside.

Policy ORC5: Equestrian Development

Proposals for equestrian development, whether domestic or commercial, will be permitted when the following criteria are met:

- (a) The proposal is not sited in a prominent location;
- (b) Where new buildings are proposed, applicants must demonstrate that existing structures cannot be re-used;
- (c) The siting, scale and design of the proposal is in keeping with the character of the area, with adequate pasture to support the anticipated number of horses in accordance with the DEFRA (2009) Code of Practice for the Welfare of Horses, Ponies, Donkeys and their Hybrids;
- (d) Suitable provision is made for the storage of hay, feed, tack, and manure;
- (e) The amenity of nearby residential properties is not adversely affected, for example, in relation to floodlighting, smell, noise and disturbance;
- (f) The proposal would not (by itself or cumulatively) have a significant adverse impact in terms of traffic generation;
- (g) suitable provision is made for drainage.

Information for applicants

24.22 In considering any proposal, the Council will expect freestanding stables to be well screened from the surrounding countryside and that new buildings for indoor use should be located closely to existing buildings.

24.23 The Code of Welfare (above) recommends minimum land requirements and stable sizes for horses. Applicants should demonstrate how they have adhered to these standards in any application.

25 Water

25.1 Broxbourne's water environment makes a significant contribution to the quality of life of its residents. However, rivers, groundwater and other water bodies are all under pressure. Broxbourne is located within the driest region in England and demand for water is increasing.

25.2 Over the last 150 years people have changed the size and shape of river channels for flood defences and weirs, and straightened them for land drainage and navigation. These changes alter natural flow levels, cause excessive build-up of sediment, increase flood risk or divert it elsewhere within the catchment, lead to habitat loss and restrict the range of recreational opportunities available.

25.3 A changing climate will significantly affect future demand for water as well as its availability and quality. Climate change will alter the frequency and distribution of rainfall, increase temperatures and change the nature of extreme weather events.

International significance of the Lee Valley

25.4 Broxbourne residents are fortunate to be living alongside a river and wetland system of international importance. The Lee Valley Special Protection Area (SPA) has been designated for internationally important numbers of over-wintering wildfowl, especially Gadwall, Shoveller and Bittern. The Lee Valley system is also a Ramsar site, designated under the Convention on Wetlands of International Importance.

25.5 This level of significance means that the Lee Valley complex has an additional layer of legal protection through the habitats regulations. The regulations require that when making plans, or when determining planning applications, the Council must prevent any harm to the significance of these sites.

River Basin Management Plan

25.6 The Environment Agency has developed a management plan for each river basin. Within the Thames River Basin Management Plan 2015, the Lower Lee North Catchment Partnership has identified the following priority issues: poor water quality from waste water treatment, pollution incidents and misconnections, pollution and poor water quality from urban run-off and historic land use and physical modifications for urbanisation and flood protection.

25.7 The Council will resist any development which has the potential to contribute to flood risk, has adverse impacts on river channel stability or quality and which damages wildlife habitats.

25.8 Physical changes to a watercourse such as culverting or straightening restrict the natural functioning of the watercourse and stop the passage of fish and other animals. Culverts and other structures, are vulnerable to blockages and also increase flood risk by restricting the space available through which water can flow. In order to improve the quality of the water environment, the Council will seek the

restoration of natural channels, wherever possible, and resist proposed physical modifications to watercourses.

25.9 Buffer strips, which set development back from the edge of a river or stream, are an essential element in making space to allow natural processes to take place and for wildlife habitats.

Policy W1: Improving the Quality of the Environment

- I. The Council will resist any development which has an adverse impact on river channel stability or quality and the potential to significantly damage wildlife habitats;
- II. Development proposals will be required to preserve and enhance the water environment, creating space for the natural functioning of watercourses.
- III. On sites adjoining or in close proximity to a water body, the Council will seek opportunities for removal of culverts, river restoration and naturalisation, improving in-channel habitat and reducing levels of shade, as part of any development adjacent to a watercourse.
- IV. A landscaped buffer strip of an appropriate size should be maintained alongside all main rivers and ordinary watercourses.

See also policy on Green Infrastructure.

Information for applicants

25.10 Development proposals will need to include an appropriate management scheme for buffer strips.

Other Consents and Permits

25.11 Applicants who propose to carry out works within eight metres of the top of bank of a ‘main river’, will require a permit from the Environment Agency.

25.12 Applicants proposing works to ordinary watercourses will require consent from Hertfordshire County Council. Main River and Ordinary watercourses are defined in the Glossary.

25.13 Applicants proposing works oversailing, or encroaching on any land, waterspace or property adjoining a navigable waterway, will require consent from the Canals and Rivers Trust.

Water Quality

25.14 Land use activities can result in both direct and indirect discharges detrimentally affecting the quality of surface and ground waters.

Groundwater Protection

25.15 Groundwater provides a third of our drinking water in England and Wales. It is crucial that the relevant authorities look after these sources and ensure that our water is safe to drink.

25.16 Much of the Borough overlies Groundwater Source Protection Zones 1 and 2. In source protection zones applications for certain uses must submit an assessment of the potential impact of the use on groundwater to the relevant consent authority. Examples of the types of uses where this will be necessary include:

- Incinerators
- Waste transfer stations
- Petrol Stations
- Vehicle dismantlers
- Waste treatment facilities and all other non-landfill waste management activities
- Cemeteries
- Discharge of foul sewer to ground
- Cess pools
- New trade effluent discharges or stores
- Storage of manure, slurry, sewage sludge and other farm waste.

25.17 The uses listed above, and any other development which could compromise groundwater quality, will need to provide mitigation measures which negate this risk.

Surface Water Quality

25.18 Surface waters make an important contribution to the quality of the local environment. Because of the complexity of the urban areas, achieving a high standard of surface water quality can be challenging. Land uses must be carefully controlled to ensure that unplanned discharges to surface watercourses are minimised.

Misconnections

25.19 Site level drainage infrastructure must be connected to the correct outfall. When foul drainage is wrongly connected to surface water sewers, raw sewage discharges directly into rivers and streams. When surface water runoff is wrongly connected to foul drains or sewers, the sewerage infrastructure and treatment plants do not have the capacity to cope with the significant amount of additional, unplanned, water. This can result in sewerage bypassing overloaded treatment plants and discharging straight to rivers and streams.

25.20 Misconnections (also called cross-connections) can occur if building work is undertaken without adequate planning and supervision, e.g. if non-residential spaces or buildings are occupied illegally, or building work occurs without building regulations approval. They are a significant and often largely unknown issue until

they are brought to light. This Council aims to ensure that any misconnections are identified and remedied wherever possible.

Policy W2: Water Quality

- I. Proposals should not result in a deterioration of surface or groundwater quality.
- II. A drainage strategy or plan must be submitted with all applications showing how:
 - a) rain water runoff will be managed on site both during and following heavy rainfall; and
 - b) how foul and surface water will be managed and disposed of.
- III. Drainage on the site must clearly delineate, and provide separation between, foul and surface flows.

See also policy on SuDS.

Information for Applicants

Drainage Strategies and Plans

25.21 Drainage strategies and plans are required with any planning application involving earthworks or construction. Drainage strategies should document how the most sustainable foul and surface water drainage solutions have been incorporated into the proposal.

25.22 Relevant applications, as above, will not be validated without a drainage strategy or plan prepared in accordance with accepted industry standards. As a minimum drainage strategies need to include:

- A topographical survey;
- Ground investigations;
- Details of the existing drainage on the site, including flows on to the site;
- The SuDS system proposed and how that will be operated and managed in perpetuity;
- The response to the development from the utility companies;
- Details of how water will be contained on site during rainfall events; including during construction; and
- The location of any sensitive receptors on, or in close proximity to, the site.

Water Efficiency

25.23 Hertfordshire has one of the highest water consumption rates in the country. While water companies have a duty to supply new development, sources of supply are becoming increasingly stressed. Water efficiency measures are essential to ensure there is enough water for our needs and the needs of the environment.

Policy W3: Water Efficiency

- I. All major developments must minimise the use of mains water by:
 - (a) Incorporating water saving measures and equipment;
 - (b) Incorporating the recycling of grey water and utilising natural filtration measures where-ever possible; and
 - (c) Designing residential development so that mains water consumption would meet a target of 110 litres or less per person per day.
- II. Commercial and retail buildings will need to demonstrate the BREEAM excellent standard (or equivalent successor rating) linked to efficient use of water.
- III. Proposals to retro-fit existing development with water efficiency measures will be supported.

Information for applicants

25.24 Development proposals need to include details of how the target of 110 l/p/day can be met.

25.25 Statutory responsibility to provide water supply and waste water services rests with the water and sewerage utility companies. Applicants are strongly advised to approach the relevant utility company as soon as the details of a site specific development proposal are known. The provision of new infrastructure can take up to 10 years and development needs to factor timeframes for the provision of infrastructure into assumptions about phasing and delivery.

25.26 SuDS are a form of catchment management where drainage techniques are used to manage the flow of surface water through a site. SuDS include a broad range of measures and methods which regulate flow quantity and trap pollutants. SuDS offer a greater degree of resilience to the effects of climate change compared with piped solutions, as they use naturally occurring features and processes to manage fluctuations in water on a site.

25.27 A significant benefit of applying SuDS principles is the multi-functionality of the resulting open space. The benefits of SuDS include:

- Increased open space for amenity and recreational uses
- Increased recharge of groundwater and aquifers
- Reduced runoff into the sewer system (resulting in reduced treatment costs)
- Improved groundwater quality via natural infiltration
- Improved surface water quality
- Improved habitat for wildlife
- Improved amenity values for the site
- Helping achieve the objectives of the Thames River Basin Management Plan

25.28 To optimise the number of benefits that can be realised, and reduce scheme costs, SuDS schemes must be incorporated into master planning for sites from the very outset.

Policy W4: SuDS

- I. Sustainable Drainage systems should be designed and implemented in ways that deliver multiple benefits, including improvements in water quality, biodiversity, amenity and recreation. Where practicable, SuDS should be designed to ensure the sustainable drainage networks have the additional capacity required to cope with infrequent adverse weather conditions and therefore reduce flood risk.
- II. Development should aim to achieve Greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- III. Development must utilise the most sustainable forms of drainage systems in accordance with the SuDS hierarchy. The Council will resist the use of underground holding tanks.
- IV. The provision of balancing ponds as part of an area of public open space for recreation or wildlife should be designed to ensure the safety of users of the space.
- V. Where SuDS are provided as part of a development, applicants should detail how it will be managed and maintained in the long term.
- VI. The Council will require retrofitting of sustainable drainage systems (SuDS) and other water management measures where-ever possible, to improve water quality and reduce the responsiveness of catchments in the Borough to high intensity rainfall events.

See also policies on Water Quality and Flood Risk.

Information for Applicants

25.29 Applicants should consult the latest guidance on SuDS. To be fully effective, minimise costs and optimise the numbers of benefits, SuDS schemes must be incorporated into site planning from the very outset. Accurate site levels are essential in ensuring an optimum, low maintenance, scheme for the site.

25.30 The Council's Strategic Flood Risk Assessment contains general advice on using SuDS in the Broxbourne area.

25.31 Where possible, for the benefit of biodiversity, flood storage basins should be over-deepened to retain water at the bottom of the feature, on a permanent basis, whilst still functioning as flood storage above in times when additional capacity is required.

Flood Risk

25.32 Flooding is a natural event which has few adverse impacts if it occurs in the absence of people or property. Broxbourne has a history of flooding from a variety of sources, all of which interact with each other. Flooding typically occurs after heavy storm events, primarily due to the urbanised nature of the catchment. Parts of the Borough have a high water table which can add to flood risk.

25.33 Catchment management has an important role to play in reducing flood risk. Tree planting has a number of benefits and forms an essential component of effective catchment management. Trees slow the rate at which rainfall reaches the ground and enters watercourses and drains. The Council will seek a catchment management approach to managing flood risk, as well as the implications of climate change.

25.34 Many watercourses within the urban area have been culverted, leading to problems where culverts are undersized or are damaged or blocked. The western side of the Borough has a number of smaller catchments, all of which drain into the River Lee. Development proposals have potential to further distort local water and drainage systems.

Policy W5: Flood Risk

I. The functional floodplain will be protected from development. Wherever possible, developed areas within Flood Zone 3b should be returned to Greenfield status with an enhanced level of biodiversity.

II. Overland flow routes and flood storage areas will be protected from all development.

III. Development proposals, including the raising of land, in areas at risk from flooding will only be considered if they pass the flood risk sequential test and if necessary, the exception test and they do not:

- a) increase the risk of flooding elsewhere;
- b) impede flood water flows, unless by design;
- c) endanger river channel stability;
- d) reduce the capacity of the floodplain.

Redevelopment on Floodplains

IV. Any proposal for intensification or redevelopment of a site within Flood Zone 3, as currently defined, must include on-site flood storage and flood resilient features.

Information for applicants

25.35 The Council has carried out a Strategic Flood Risk Assessment for the Borough which contains maps showing flood risks from various sources. These represent a snapshot of flood risk at a given moment. The Environment Agency publishes regular updates to its flood maps, and the latest evidence should be a material consideration in determination of planning applications.

25.36 For certain types of development, a Flood Risk Assessment (FRA) should be submitted with the planning application. The Environment Agency's Standing Advice provides further information.

26 Green Belt

26.1 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The permanence of Green Belts is fundamental to its effectiveness. The Green Belt in Broxbourne forms part of the London Metropolitan Green Belt, which limits the growth of London into the surrounding countryside.

26.2 The construction of new building within the Green Belt is generally inappropriate. Exceptions to this are set out in the National Planning Policy Framework (NPPF).

Policy GB1: Green Belt

Within the Green Belt, as defined on the Policies Map planning applications will be considered in line with the provisions of the National Planning Policy Framework.

Information for Applicants

Maintaining Openness

26.3 To be acceptable any development within the Green Belt will need to preserve the openness of the Green Belt. New buildings should normally form part of a group, rather than stand in isolation. Floodlighting, large areas of hard standing, car parking, and ancillary buildings together with associated structures, should be kept to a minimum.

Development to address Derelict Glass Houses

26.4 The Council commissioned a study into the glass house industry into 2013. The study found that the sector in Broxbourne had declined to cottage industry scale, although some of the larger sites would probably be viable with inward investment to make them more efficient. The study concluded that without investment, the glass houses would probably fall further behind UK and international competitors, and lead to applications for non-horticultural uses. It also found that the effect of 'hope value' attached to glass house sites (where the site has the possibility of obtaining permission for residential use) probably had a dampening effect on the vitality of the industry, and dis-incentivised investment.

26.5 A recent assessment of land around Goffs Oak concluded that development of glass house sites under the previous local plan had led to unsustainable patterns of development isolated from services and transport links. The assessment concluded that the development of further glass house sites would result in unsustainable urban sprawl, and that assessment of the majority of derelict sites have found them "... not to be preferable for development at conventional densities".

26.6 The Council proposes that on derelict former glasshouse sites, development for self-build and custom build housing at low densities, and also accommodation for

gypsies and travellers, will be permitted. The Council is proposing this approach so that:

- The untidy appearance of derelict glass house sites can be tidied up;
- Investment for the larger glass house sites can be achieved;
- The purpose of the Green Belt in preventing urban sprawl is maintained;
- Unsustainable developments are not proposed; and
- Extensions to public open spaces, such as Cheshunt Common, rights of way and along watercourses can be achieved where desirable.

26.7 The Green Belt designation will remain unaltered as each of these sites meets at least one Green Belt purpose as defined in the NPPF.

Policy GB2: Residential Development on Derelict Glass House Sites

I. Operating glass house sites will be safeguarded for horticultural production. Where horticultural production has ceased, their redevelopment for self-build housing and custom build housing will be considered in accordance with the following criteria:

- i) The glass houses were erected and in place prior to 20th October 2015; and
- ii) Evidence is provided that the site is incapable of accommodating a viable horticultural business; and
- iii) The continued horticultural use of the site is not necessary to support a larger horticultural/agricultural holding; and
- iv) The development would comprise serviced plots suitable for the delivery of self-build housing development; and
- v) Redevelopment would benefit the overall openness of the Green Belt.

II. Development will only be permitted if the following criteria are met:

- a) The development enhances the rural character of the countryside within which it is set;
- b) The proposal includes an acceptable design code that sets out the layout, servicing and landscaping of the development and coding for the dimensions, design and materials for all aspects of the development;
- c) The proposal includes a delivery and management plan for the development.

III. Where the site has been contaminated, decontamination of the entire site will be required as a precursor to the residential development.

Information for Applicants

26.8 The boundaries of the original derelict glass house site will be as defined and outlined in red in the 2013 Glass House Study.

26.9 Evidence will need to be submitted that a viable, commercial horticultural operation existed on the site for over 10 years. Evidence demonstrating that assistance in maintaining a horticultural use on-site has been sought from the Lee Valley Growers Society will be also viewed favourably by the Council.

26.10 Restrictions on building coverage should be viewed in context, including the coverage of existing built structures, location, potential to increase the openness of the Green Belt, and the wider design context and layout as addressed in the proposed design code.

26.11 Dwellings approved under the provisions of this policy will have permitted development rights for ad hoc extensions and outbuildings removed, to help ensure that the openness of the Green Belt is not eroded in a piecemeal fashion.

27 Natural Environment and Biodiversity

27.1 Broxbourne has a number of internationally and nationally designated sites including a Special Area of Conservation, Special Protection Areas, Sites of Special Scientific Interest, a Ramsar site and other valuable wildlife sites. Local Wildlife Sites (LWS) are non-statutory designated sites that occur within Broxbourne which have been designated due to the significance of the species and habitats present.

27.2 Much of the biodiversity in the Borough exists on undesignated sites or non-priority habitats, such as semi-improved grassland. Undesignated sites make a significant and important contribution to the successful establishment of functional ecological networks. The biodiversity value of these sites will be appropriately considered in planning decisions, commensurate with their relative ecological status. It is important that opportunities are taken to enhance biodiversity wherever possible, especially in urban areas, as even non-designated environments contribute significantly to the success of the wider ecological network. Because of the poor state of biodiversity, and particularly habitat connectivity in Hertfordshire, opportunities to enhance biodiversity will be actively sought wherever possible.

27.3 The state of the water environment within the Borough is also very important to the overall health of our biodiversity. The Council is keen to ensure that water consumption and adverse effects on water quality across the Borough are minimised.

Policy NEB1: General Strategy for Biodiversity

- I. Development proposals will be expected to apply the mitigation hierarchy of avoidance, mitigation and compensation.
- II. Development proposals should result in net gains to biodiversity wherever possible.
- III. The Council will seek the creation of new networks of biodiversity, as well as the extension, enhancement and active management of existing sites.
- IV. Opportunities to connect habitat fragments through the creation of stepping stones, using built form, vegetation or green areas will be assessed as part of all relevant applications.
- V. When granting permission for any proposals that include measures to improve biodiversity, the Council will impose conditions or seek planning obligations that secure appropriate management regimes to deliver biodiversity gain in perpetuity.

Information for Applicants

Protected Species

27.4 A number of legally protected species and their habitats occur throughout the Borough. An up to date list of Species and Habitats of Principal Importance,

designated as such under the Natural Environment and Rural Communities Act 2006, can be viewed on the Government website. Where there is a reasonable likelihood that protected species, or the habitats upon which they depend, may be negatively affected by a development proposal, planning applications will not be validated until survey information has been submitted that shows the presence (or otherwise) and extent of the species or habitat over the course of the year.

Mitigation Hierarchy

27.5 Avoidance, mitigation and compensation activities to manage adverse impacts from development on biodiversity form a hierarchy. Avoidance is the preferred option and must be considered first. If avoidance is not possible, or if residual adverse effects remain, mitigation of the effects can be scoped. If avoidance and mitigation do not address all the adverse effects, compensation or offsetting measures may be appropriate.

27.6 The success of compensation measures can be very variable and carry a degree of uncertainty. For this reason, compensation is normally only acceptable as a last resort. Compensation for a lost habitat will not make an unacceptable development acceptable. Biodiversity offsetting is not designed to be applied to priority habitats.

Ecological Survey Standards

27.7 In order to accurately determine the impacts of development on biodiversity, precise ecological assessment by suitably qualified people, will be required. Survey and mitigation measures will be expected to conform to the following principles: Ecological surveys must consider: what features are present; ecological value of these features; how features are affected by the development and how adverse impacts will be avoided, mitigated or compensated so that there is a net gain to biodiversity.

- The submission of ecological information must be in accordance with British Standard 42020: Biodiversity – Code of Practice for Planning and Development. Unauthorised deviation from these survey standards will not be accepted.
- Environmental records searches are to be supplied in support of planning applications.
- Where European Protected Species Mitigation Licenses (EPSML) are required, answers to the 3 tests of the license must be supplied at the time of submission of the application. Failure to do so will result in applications being refused because the Council will not be able to fulfil its statutory function under the Conservation of Habitats and Species Regulations 2010.

Biodiversity Impact Calculator

27.8 The DEFRA biodiversity impact assessment metric has been designed to quantify the value of biodiversity (in terms of habitats) in a consistent, transparent and objective way. This mechanism is considered to be the appropriate method for determining ecological value and delivering measurable ecological gain. The

relevant assessment metric can be found on the Council's website at www.broxbourne.gov.uk/neb.

27.9 If biodiversity losses resulting from a development cannot be avoided (by locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will likely be refused.

Small Biodiversity Measures for Big Biodiversity Gains

27.10 Many species rely on gaps in houses, barns and other man-made structures for reproduction. Modern housing standards virtually eliminate opportunities for these species. Where appropriate, the Council will seek features for biodiversity within developments. Simple inexpensive measures can result in significant gains such as, integrated bat roost cavities, integrated swift or house martin boxes. Such features will be expected to be built in to suitable structures rather than provided as vulnerable, isolated and temporary boxes.

Native Species

27.11 The use of locally appropriate native species will be encouraged for all applications.

Wildlife, Wildlife Sites and Biodiversity

27.12 The Conservation of Habitats and Species Regulations (the habitats regulations) require the highest levels of protection for 'European Sites' (internationally designated wildlife sites). The Borough of Broxbourne includes the internationally designated Broxbourne-Hoddesdonpark Woods complex, a Special Area for Conservation (SAC) and the Lee Valley Special Protection Area (SPA) and Ramsar sites along the River Lee.

27.13 The Council's Habitats Regulations Assessment (HRA) considered all of the European sites within 15km of the Borough Boundary and concluded that adverse effects could not be ruled out in respect of two: the Lee Valley SPA and Epping Forest SAC (located outside the borough boundary). The HRA concluded that any potential adverse impacts on the Lee Valley SPA would arise primarily from the proposed development of Cheshunt Lakeside (see Policy CH1). As set out in that policy, such impacts will be avoided through a Mitigation Strategy which will be in place by the time of the grant of any planning permission for the development. Policy CH1 is accompanied by further information including a summary of the required mitigation measures at paragraph 7.8.

27.14 Development within Broxbourne may, in-combination with development in other areas, affect Epping Forest Special Area of Conservation (SAC), which lies outside the borough boundary. The HRA of the Epping Forest Local Plan considered the in-combination impacts of development on Epping Forest Special Area of Conservation (SAC) from a number of local authority areas including Broxbourne. Interim access management and monitoring measures have been prepared to address recreational pressures on the forest. It is proposed that such measures will be funded through a proportionate approach to developer financial

contributions within the inner (or if necessary, outer) Zone of Influence (ZOI), the boundaries of which are based on a recent visitor survey and may be modified to reflect the evidence of future survey data. Although it is anticipated that the majority of these financial contributions will be provided by developments within the inner ZOI, contributions may be sought from developments within the outer ZOI (which currently includes parts of the Borough of Broxbourne) if necessary to ensure the implementation of the adopted measures and avoidance of adverse effects on the SAC.

27.15 The mitigation strategies for the Lee Valley SPA and Epping Forest SAC, together with maps showing the extent of the inner and outer ZOI and latest forest visitor survey, and the Council's Habitats Regulations Assessment, are provided on the Council's website at www.broxbourne.gov.uk/neb.

27.16 Nationally designated wildlife sites are also known as Sites of Special Scientific Interest (SSSIs), a number of which are also European Designated sites as identified above. Local Wildlife Sites are identified by the Hertfordshire Local Wildlife Sites Partnership, coordinated by the Herts and Middlesex Wildlife Trust. Local Wildlife Sites (LWS) are considered to be of significance for wildlife in at least a district context. There are currently 35 Local Wildlife Sites in the Borough of Broxbourne.

27.17 Distinction will be made between the hierarchy of international, national, locally designated and non-designated sites so that the level of protection afforded is consistent with their status.

Policy NEB2: Wildlife Sites

Internationally Designated Wildlife Sites

I Development at Cheshunt Lakeside should ensure that adverse impacts on the Lee Valley SPA, either alone or in-combination, are avoided and mitigated through the implementation of the mitigation strategy, in accordance with Policy CH1;

II. Where necessary, financial contributions towards the measures set out in any Epping Forest mitigation strategy for recreational impacts will be sought from residential developments within the Epping Forest ZOI in order to mitigate and avoid in-combination effects on the SAC;

III. Development proposals which may have an adverse impact on any internationally designated wildlife site, either alone or in-combination, must satisfy the requirements of the Conservation of Habitats and Species Regulations, determining site specific impacts and avoiding or mitigating against impacts identified.

Nationally Designated Wildlife sites

IV. Development which would harm the nature conservation or geological interest of a nationally important wildlife site, as shown on the Policies Map, will not be permitted unless:

- (a) it is required in connection with the management or conservation of the site; or
- (b) the development provides appropriate avoidance or mitigation measures and as a last resort compensation to offset any adverse impacts on the interest features of the site; and
- (c) there is no alternative to the development.

Locally designated sites of wildlife value

V. Development on, or which negatively affects, a Local Wildlife Site or Local Nature Reserve, as shown on the Policies Map, will not be permitted unless:

- (a) local development needs significantly outweigh the nature conservation value of the site; and
- (b) the development provides appropriate avoidance or mitigation, and as a last resort compensation measures to offset any detriment to the nature conservation interest on the site.

Green Infrastructure

27.18 The NPPF describes Green Infrastructure as “*a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities*”. Green infrastructure also includes river corridors and water systems (also known as “blue infrastructure”).

27.19 The protection and enhancement of biodiversity assets is dependent on robust networks of Green Infrastructure (GI) which facilitate movement and genetic exchange. Green Infrastructure should buffer existing habitats to minimise disturbance, ensure permeability for wildlife through and around development, and provide sufficient habitat to support target species, independent of its connective function.

27.20 Street trees, gardens, waterways, public parks and open spaces all contribute to urban green infrastructure. Green Infrastructure contributes significantly to cleaning and cooling the air, preventing flooding, providing ‘stepping stones’ for wildlife, and for recreational activity and enjoyment.

27.21 It is important that changes to the Borough’s urban environment contribute to the wider GI network. Development should be planned to avoid habitat loss and fragmentation, and opportunities sought to improve ecological connectivity, including through the creation, restoration and enhancement of linking habitats and ‘stepping stones’ through the landscape. The Council will also maximise opportunities to increase movement throughout the Borough and enhance public access to the rights of way network, and open and green spaces.

Policy NEB3: Green Infrastructure

I. The Local Plan will create a diverse, linked network of multi-functional green infrastructure. The network will be protected and enhanced for its biodiversity, recreational, accessibility, health benefits and landscape value, and for the contribution it makes towards combating climate change.

II. Development proposals should:

- (a) Avoid the loss, fragmentation or functionality of any component of the green infrastructure network, including within the built environment, such as access to urban waterways;
- (b) Maximise opportunities for extensions, additions and improvements to the green infrastructure network;
- (c) Maximise opportunities for urban greening through landscaping, the planting of street trees and restoration of channelised or culverted watercourses where possible;
- (d) Consider opportunities to enhance connections and extensions to footpaths, bridleways or rights of way where appropriate opportunities exist.

III. Contributions towards local green infrastructure projects will be sought where appropriate. If providing green infrastructure as part of a development contribution, applicants should detail how it will be maintained in the long term.

See also policies on SuDS, Water and the New River Path

Information for Applicants

27.22 SuDS requirements, if carefully planned, may offer a unique opportunity for applicants to fulfil any green infrastructure requirements.

Monitoring and Review

27.23 The Council will monitor new green infrastructure and habitat creation to ensure that it develops as expected. Any green infrastructure and habitat created, carries with it a degree of uncertainty as to success of the final outcome. To mitigate against this eventuality, additional measures may be required if the space has not developed as anticipated at the time of granting the permission. Permissions will contain a review clause to this effect.

Biodiversity and Landscaping

27.24 Careful landscape design can have significant positive effects on wildlife. Landscaping schemes will be expected to maximise opportunities for wildlife. Ecologically appropriate native species will be expected in such schemes, of local provenance where possible.

Policy NEB4: Landscaping and Biodiversity in New Developments

- I. Proposals for new development must submit details on how existing landscaping will be protected, enhanced and integrated into the development.
- II. New landscaping must be well planned taking into consideration:
 - (a) the outlook and amenity of existing and future residents,
 - (b) the safety of inhabitants,
 - (c) the practicalities of future management and maintenance,
 - (d) opportunities for biodiversity creation, and
 - (e) street scene and character.
- III. Landscaping schemes should ensure that there is no residual land, which no one takes responsibility for, such as on the edge of development sites or house plots.
- IV. New developments must make connections to biodiversity features and habitat networks outside of the site, particularly through the use of a strong landscape framework and green infrastructure to strengthen and widen wildlife corridors.
- V. Landscaping schemes should maximise their benefits to biodiversity by using locally appropriate native species wherever possible.
- VI. Integrated features for wildlife e.g. Swift, House Martin and bat boxes should be incorporated into all suitable buildings.

Information for Applicants

27.25 Tree planting schemes where the primary purpose is to provide ecological enhancement should look to maximise diversity of species. Species selected should be suited to local soil conditions and use appropriate vegetation communities consistent with National Vegetation Classification (NVC). Naturalistic tree planting should not be in straight lines.

27.26 The establishment and management regimes of naturalistic planting schemes are critical to their success. Development proposals will need to contain details of how the schemes will be managed and monitored and outline a process for addressing any deficiencies in achieving the planned scheme.

Trees and Hedgerows

27.27 Mature trees and hedgerows can make a significant contribution to biodiversity and appearance of the local area. Trees and hedgerows play a crucial role in softening the hard materials and lines of built up areas.

27.28 Ancient woodland, and aged and veteran trees outside woodland areas have a particularly important role to play in providing habitat for a range of species. Aged

trees, as a consequence of their rarity and physical condition, can harbour large numbers of rare and threatened species.

27.29 Trees and hedgerows play a crucial role in softening the hard materials and lines of built up areas. Mature Trees can make a significant contribution to the local area. Many mature or rare trees will be protected under a Tree Preservation Order (TPO). The Council aims to protect those trees and ancient hedgerows by ensuring that they are only removed in exceptional circumstances and replacement provision made. This will help to maintain the overall amenity of the Borough. Where appropriate, the Council will make new orders where trees or hedgerows are considered worthy of protection.

Policy NEB5: Ancient Woodland, Protected Trees and Hedgerows

I. Development proposals which would result in the loss or deterioration of ancient woodland; or aged or veteran trees found outside ancient woodland; will not be permitted unless the need for, and benefit of, the development in that location is wholly exceptional.

II. Applicants who wish to fell, top or lop protected trees or remove protected hedgerows should demonstrate that:

- (a) the tree or hedgerow is dead, diseased or dangerous and in need of work on public safety and/or environmental grounds; and/or
- (b) removal of the tree or hedgerow is essential for the development of a site.

III. Replacement planting will be required if permission is granted to fell protected trees or hedgerows. Replacement specimens should, where-ever possible, be of an equivalent size and of similar species, in the same or most suitable location, and in sympathy with local landscape character. The Council will seek replacement with two trees if they are of a lesser species or size than the removed tree.

Information for applicants

27.30 The Council will seek to ensure that the requirements of the Hedgerow Regulations are followed at all times. Developers should familiarise themselves with these requirements, and address any issues in their planning applications.

28 Environmental Quality

28.1 Environmental Quality covers the issues that affect our quality of life; air, land, noise and light. The quality of our environment is both complex and vulnerable – the daily movement of people and commodities, the industrial and commercial use of land, and construction and other activities all affect the air we breathe and habitats in which we, and other species, live.

28.2 The purpose of sustainable development is to decouple or separate economic growth from environmental damage. The NPPF places the onus on local authorities to improve the quality of contaminated land and minimise the effects of development on air quality, noise and light levels.

Residential Amenity and Environmental Quality

28.3 Residential amenity is a measure of the pleasantness of an area. It is influenced by a range of factors such as the amount of vegetation and outdoor space; privacy; outlook and natural light. The relationship of buildings to each other and their individual design can have a significant impact on these factors, and on residents' comfort.

28.4 The Council is keen to ensure that the level of amenity in residential areas should not be diluted over time by development within urban areas.

Policy EQ1: Residential and Environmental Quality

- I. All proposals for development within the urban area must avoid detrimental impacts on the amenities enjoyed by the occupiers of neighbouring properties in terms of daylight, sunlight, outlook and overlooking.
- II. Proposals which generate dust, noise and odour must not result in a material harm to the amenity levels currently enjoyed in an area.
- III. All development proposals must include provision for the storage of refuse and recycling facilities, and access to them suitable for waste management vehicles, in compliance with the Council's Waste Supplementary Planning Guidance.

Information for Applicants

28.5 Applicants should ensure that the separation and storage of waste, and access to them suitable for waste management vehicles, is an intrinsic part of the design of all new developments.

Air Quality

28.6 Clean air is critical to our health. Road transport is the major source of air pollution, giving rise to nitrogen dioxide, ozone and small particulate matter which can cause respiratory illnesses and other adverse health effects. The nature of the Borough, with its historic pattern of ribbon development along major roads, and in

close proximity to London, makes it particularly vulnerable to the adverse effects of road transport on air quality.

28.7 Every local authority has a statutory duty to work towards air quality targets set by Government. Where development is proposed in areas of poor or marginal air quality, the contribution that the development makes to air pollution requires careful consideration so as to avoid exacerbation of existing problems.

28.8 New development should consider design solutions to reduce poor air quality and mitigate the effect of transport related pollutants. The role of vegetation in the management of air quality is complex and needs to be carefully considered.

Policy EQ2: Air Quality

- I. Applicants should consider the impact of their proposals on air quality. Where it is likely that a decline in air quality will occur, applicants should provide details of how the adverse effects will be mitigated in order to comply with national air quality objectives. Where adequate mitigation cannot be provided, development will not normally be permitted.
- II. Developments proposing housing, schools, and other uses vulnerable to the effects of poor air quality within AQMAs will be required to provide an air quality assessment which will detail options for the mitigation of poor air quality on users, particularly through development design. Where air quality exposure is not reduced to acceptable levels, development will not normally be permitted.

Information for Applicants

28.9 The Interactive Local Plan Map details the Air Quality Management Areas (AQMAs) in the Borough. The Hertfordshire and Bedfordshire Air Pollution web site has more information about current air quality in the region. For developments located within, or directly adjoining, an AQMA, applicants should refer to the Council's Air Quality Action Plan.

Air Quality Assessments

28.10 The Council will expect proposals for major development to include air quality assessments. These will need to consider the potential impact of the development on air quality at the site and immediately neighbouring areas, in compliance with national objectives for pollutants. Development proposals will need to incorporate mitigation measures where air quality assessments show that the development could exacerbate air pollution, or where end users could be exposed to increased levels of air pollution.

28.11 The acceptability or otherwise of a proposal will be determined with reference to the relevant limit values or Air Quality Objectives, and the Council's Local Plan for Air Quality in addition to its Air Quality Action Plan which are anticipated to be appraised by the government during 2019. For further details see www.broxbourne.gov.uk/airquality.

Travel Plans

28.12 Where a new major development generates additional traffic, applicants are required to submit, at the time of application, a detailed travel plan which sets out measures to encourage sustainable movement including increased use of sustainable transport via improved public transport infrastructure, site layouts to improve accessibility to public transport and the safe movement of all non-motorised users including pedestrians, cyclists and horse riders (where applicable).

Dust

28.13 Prior to the commencement of the development, applicants for major development will need to submit a risk assessment and Dust Management Plan, prepared in accordance with the Institute of Air Quality Management's guidance.

Lighting

28.14 Light pollution can be detrimental to health and wellbeing by causing sleep disturbance and annoyance. Light pollution results from uncontrolled overspill and excessive glare from light sources, and is usually avoidable with careful design.

28.15 Inappropriate lighting can have serious adverse effects on the behaviour of animals, particularly nocturnal animals, and birds. Bat populations are particularly sensitive to development that severs or disturbs their movement corridors. Lighting within, and around a development, must respect the ecological functionality of animal and bird movement corridors. In these circumstances surveys will be required to determine where these movement corridors are, and measures put forward that demonstrate how these will be protected.

Policy EQ3: Lighting

I. Proposals for development including new lighting, or new lighting proposals, will be considered against the following criteria:

- (a) the need for the lighting;
- (b) whether there would be an unacceptable adverse impact upon the amenity of residents, highway users, and biodiversity;
- (c) whether the necessary steps have been undertaken to reduce lighting overspill and pollution.

II. Applications for lighting should detail light angles, the design and spread of lights, the strength of luminance, height of light columns and proposed hours of use.

Information for Applicants

28.16 Applicants should refer to Sport England's Artificial Sports Lighting Guide for advice on lighting for sports facilities and the guidelines set out in the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light.

28.17 The Council is likely to impose conditions to restrict luminosity and hours of operation.

Noise

28.18 The impact of noise on the environment can be detrimental to health, quality of life and the amenity of an area. Noise levels help determine the tranquillity of an area. Tranquil spaces, usually located within the more rural parts of the Borough, play a multi-functional role as part of the Borough's green infrastructure network. These spaces attract visitors, improve health and wellbeing by offering a place to relax and exercise, and provide a haven for wildlife. These areas will be particularly protected from noise pollution to ensure that areas defined by their tranquillity are protected from development that generates noise.

28.19 The most common cause of high noise levels in the Borough is transport noise. Through this plan, the Council will control the introduction of noise sources into the environment. It will also ensure that new noise sensitive development, such as residential development, is located away from existing sources of significant noise. This should limit cases of reverse sensitivity, where an existing use is constrained from operating or expanding due to subsequent neighbouring uses.

28.20 Where new noise generating development such as industrial and commercial, or outdoor sport and recreation uses are proposed, it is expected that they will be located an appropriate distance away from noise sensitive development i.e. residential areas, schools and hospitals.

Policy EQ4: Noise

I. New development, and extensions or alteration to existing developments, emitting noise levels noticeably above background levels on a consistent or consistently periodic basis, should be sited away from noise sensitive land uses including residential accommodation, schools and health facilities.

II. If this is unavoidable the Council will consider the following criteria when determining an application:

- (a) the duration and timing of the noise;
- (b) the nature of the noise;
- (c) the character and context of the area in which the activities will be sited;
- (d) the cumulative impact of noisy development in the area; and
- (e) the acceptability of measures incorporated into development proposals to mitigate the impact of noise on noise sensitive land uses.

III. Noise sensitive development should be located away from existing lawful noise generating sources to avoid prejudicing the continued operation of the existing noise generating use. The use of design, materials, layout, landscaping tools and construction methods including noise insulation should be employed, where needed, to reduce the impact of surrounding noise sources.

Information for Applicants

28.21 A noise impact assessment will need to be submitted at the time of validation of an application providing details on the level of noise, and the mitigation measures proposed.

Land Contamination and Instability

28.22 Land may be contaminated and/or unstable for a number of reasons, such as a previous commercial use or use as a landfill site. Such land can be re-used for new purposes but special remedial measures may be needed to reduce hazards arising from the previous use of buildings and land. SuDS features may need to be specially designed to ensure that contaminants do not enter groundwater or surface water features.

28.23 Developers are responsible for ensuring that unacceptable risks from contamination and land instability are not present on site. Any unacceptable risk will be successfully addressed through the remediation of contaminated land, without undue environmental impact during and following the development.

Policy EQ5: Contaminated Land

- I. The Council will encourage the remediation of contaminated land to ensure that land is brought back into effective use.
- II. The Council will require evidence, in the form of a land contamination and geotechnical report as part of any application, to show that all unacceptable public health and environmental risks from site related contamination will be successfully addressed through remediation.
- III. Development proposals will need to address, manage and mitigate any environmental impacts likely to arise during the remediation process and following the completion of development.
- IV. Should residential use be proposed, and the site concerned is unable to be satisfactorily remediated to a standard suitable for that use, the development will be refused.
- V. Monitoring procedures to be undertaken prior, during and post remediation, and periodically for 5 years, and then 10 years following the completion of the development will be agreed with the applicant. These should be set out in a monitoring report.

Policy EQ6: Unstable Land

- I. The Council will encourage the remediation of unstable land to ensure that land is brought back into effective use.
- II. The Council will require evidence, in the form of a geotechnical report, as part of any application, to show that all unacceptable public health or environmental risks from land instability will be successfully addressed through remediation.
- III. Development proposals will need to address, manage and mitigate, any adverse environmental impacts likely to arise during the remediation process and following the completion of development.
- IV. Should residential use be proposed, and the site concerned is unable to be satisfactorily remediated to a standard suitable for that use, the development will be refused.
- V. Monitoring procedures to be undertaken prior, during and post remediation, and periodically for 5 years, and then again 10 years following the completion of the development, will be agreed with the applicant.

Information for Applicants

28.24 Proposals on land at risk of contamination or instability will not be validated until a contamination and/or instability survey has been carried out. Geotechnical and contamination reports must be submitted at the time of an application.

28.25 On making an application for development on a contaminated site or a site subject to instability, a draft remediation management plan will be required to be submitted detailing: the process to be used to address the issue; timeframes; and mitigation measures, including transportation of any contaminated material off the site; dealing with unexpected weather events, and ongoing monitoring arrangements.

28.26 Details of how the site will be monitored for changes over the medium term, should be set out in a draft monitoring report to be submitted with the application.

28.27 Where historical use, proximity to landfill, or an Environmental Consultants report indicates a risk of contamination, any planning permission will be subject to planning conditions or obligations to ensure the final development is fit for its proposed end use; having regard to the latest government guidance and the Chartered Institute for Environmental Health's 'Suitable 4 Use Levels' (S4ULs). The S4ULs are based on health criteria that represent minimal or tolerable levels of risks to health.

Waste and Recycling

28.28 The Hertfordshire Waste Local Plan is prepared by Hertfordshire County Council. It details policies involving the depositing of refuse or waste materials other

than mineral waste, and encourages waste minimisation, re-use, recycling, and the use of waste as fuel, as the hierarchy of disposal. It regards the disposal by landfill as a last resort and endorses the proximity principle whereby waste should be dealt with as near as possible to its source. The Hertfordshire Waste Local Plan forms part of the Development Plan for the Borough of Broxbourne.

28.29 Local authority powers and influence in relation to waste, although considerable, do not extend to complete control over waste. In Broxbourne, the Borough Council is the waste collection authority and collects household and limited amounts of commercial waste. Hertfordshire County Council as Waste Disposal Authority is responsible for arranging for the disposal of the waste collected in its area by the Waste Collection authority. The County Council does not operate waste treatment for disposal facilities itself but pursues competitive tendering and is required to have regard to minimising environmental pollution.

Minerals

28.30 Planning applications for the extraction and working of minerals are dealt with by Hertfordshire County Council, and therefore the degrees of influence the Borough Council can exert is limited to giving observations on these applications. The County Council has adopted the Hertfordshire Minerals Local Plan 2002-2016, which places emphasis on suitable restoration and environmental goals. The Minerals Local Plan sets out policies to which any mineral extraction proposals should conform. It forms part of the Development Plan for Broxbourne and will be used to guide local planning decisions.

28.31 There is a need to safeguard known mineral supplies from inappropriate development. Accordingly, proposals which would sterilise or prejudice the extraction of known, workable supplies are likely to be resisted by Hertfordshire County Council as the Minerals Planning Authority. Before submitting an application for development applicants should check whether the proposed development is located within the sand and gravel belt as shown on the interactive map on the Council's website.

29 Historic Environment

29.1 Our historic environment is irreplaceable. It makes a significant contribution to local distinctiveness and the sense of place of an area. The presence of heritage assets enhances the local environment and sustains a sense of local distinctiveness that contributes to our understanding of both the past and the present.

29.2 The Borough is fortunate to have a varied historic environment which ranges from nationally significant Bronze Age landscapes in Broxbourne and Wormley Woods, to archaeological sites dating from the Mesolithic (Middle Stone Age) period along the River Lee and a Bronze Age settlement at John Warner school. Broxbourne also has a Late Iron Age and Roman cemetery in Hoddesdon; rare Tudor Wall Paintings at the Star Public House in Hoddesdon; a Roman roadside settlement in Cheshunt Park and part of the Outer London Stop Line constructed to protect London in World War II.

29.3 Broxbourne has the following types of nationally designated heritage assets:

- 258 listed buildings and structures;
- 7 Scheduled Monuments;
- 6 Conservation Areas; and
- 1 Grade II Registered Park and Garden (Wormleybury)

29.4 The Borough also has a number of heritage assets on the Heritage At Risk Register including two of our conservation areas – at Churchgate and Wormley.

29.5 Heritage assets can be formally designated, such as those listed above or be non-designated, identified by the Council (such as areas of archaeological interest and locally listed buildings), and others such as the Hertfordshire Gardens Trust. Heritage assets are protected under a variety of different legislation; however they form an important element of a place, and so are protected from harm through the planning system.

29.6 The Council will work in partnership with Historic England and other stakeholders as necessary to prepare an Historic Environment Strategy Supplementary Planning Document (SPD) to be produced in accordance with national policy and guidance. The SPD will include a full review of the borough's historic assets, including existing and new designations, to set out a programme of improvements and to provide more detailed guidance to applicants in relation to the Local Plan sites. It is anticipated that this will be published for consultation and adopted during 2020.

Policy HE1: General Strategy for the Historic Environment

I. The Council will seek to ensure that development not only avoids harm, but also improves the setting of Broxbourne's historic environment, and better reveals the significance of heritage assets.

II. To achieve this, the Council will:

- carry out a borough-wide characterisation study;

- investigate the use of Article 4 Directions in conservation areas;
- improve signage relating to heritage assets, and
- seek to increase public access to the historic environment and heritage assets where-ever possible.
- prepare or update Conservation Area Character Appraisals; and
- review the potential for new Conservation Areas.

III. Development proposals must have regard to the Broxbourne Historic Environment Strategy Supplementary Planning Document, once adopted.

29.7 National planning policy and guidance sets out requirements for the consideration of proposals which could affect the historic environment, including both designated and non-designated asset and their setting.

Policy HE2: Development affecting the Historic Environment

Development proposals affecting heritage assets or their settings should conserve or enhance the historic environment, and will be determined in accordance with relevant national planning policy relating to the historic environment, along with other relevant policies in the Plan.

Information for Applicants

29.8 Applicants should check the Policies Map and the Council's interactive Local Plan Map for any potential impacts on historic assets at an early stage in the development of their proposals. The Policies Map shows the location of Scheduled Monuments and the boundaries of the Conservation Areas. The interactive Local Plan map includes the location of listed and locally listed buildings and areas of archaeological interest, as well as Scheduled Monuments and Conservation Areas. The interactive map will be updated as new information becomes available.

29.9 Applicants should consult with Hertfordshire County Council's Historic Environment Unit directly in preparing any necessary assessments, including for assistance in the identification of currently unknown heritage assets through reference to the Historic Environment Record. Applicants should consider seeking pre-application advice from Broxbourne Council in cases where the historic environment could be a significant issue. Historic England has also published a number of documents which provide further guidance on development and the historic environment.

29.10 Council requirements and information regarding the historic environment, including the SPD (once published) together with other evidence including the Local List and information regarding specific assets are available on the Council's website at www.broxbourne.gov.uk/historicenvironment.

30 Transport and Movement

30.1 The Council aims to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives. The provision of sustainable modes of transport has a number of positive benefits on the movement of people around and through the Borough. Using trains, buses, cycling and walking to access employment, education, services and facilities reduces the number of vehicles on the road; easing congestion levels and improving air quality, while also minimising greenhouse gas emissions such as carbon dioxide. Walking and cycling also provides physical activity improving health and wellbeing and quality of life.

30.2 The Broxbourne Transport Strategy sets out a range of costed improvements to transport networks to support the development proposals set out in the Local Plan (see Policy INF2: Transport Strategy). The strategy aims to ensure that growth and regeneration can be safely accommodated by local roads, the A10 and the West Anglia mainline and that it encourages as many journeys as possible by bus, rail, walking and cycling so that people have a safe, viable and attractive alternative to driving.

30.3 Hertfordshire County Council (HCC) is the local authority responsible for highway infrastructure, both vehicular and active i.e. cycling and walking. The County Council also administers Public Rights of Way. Public Rights of Way (PRoW) are protected by law in exactly the same manner as any other highway such as High Streets or dual carriageways. They are recorded in a document called the Definitive Map, available online. This Council supports their work by helping identify, implement and fund projects.

30.4 Broxbourne Borough Council has entered into an Agency Agreement with Hertfordshire County Council (HCC) to act on its behalf in Highway Authority matters, including the management of development construction.

30.5 Hertfordshire County Council prepares several documents to help guide transport and new development proposals. The overarching policy document is the Local Transport Plan (LTP) which sets out transport objectives and guides funding priorities, for the County. The Local Transport Plan is supported by a number of daughter documents including the Rail Strategy, Road Safety Strategy, Bus Strategy, the Active Travel Strategy and Rights of Way Improvement Plan, which aim to help implement the LTP objectives.

30.6 Highways England is responsible for the Strategic Road Network (SRN), i.e. the M25 including Junction 25.

Sustainable Transport

30.7 To enable people to choose more sustainable modes of transport they must be safe, secure, direct, frequent and affordable. The Council will ensure that the options for sustainable modes of transport continue to increase. To facilitate this, we will bring forward major infrastructure improvements, working in partnership with rail and

bus operators and the County Council. The Broxbourne Local Cycling and Walking Infrastructure Plan (LCWIP - see policy INF8) contains a wide range of measures which the Council will implement.

Policy TM1: Sustainable Transport

Sustainability initiatives

I. The Council will expect all major development proposals to show how ways to reduce car use and promote alternative ways to travel have been considered and incorporated into the development. Detailed evidence of this process must be included in the Transport Assessment and supporting Travel Plan accompanying a planning application.

Pedestrian movement

II. Development must not detrimentally impact upon existing footpaths and public rights of way and proposals should, wherever possible, extend, enhance or provide for new pathways, rights of ways and equestrian routes.

III. Development proposals must clearly demonstrate how pedestrian movement and connections have been prioritised and provided for.

IV. All new paths should be safe, direct, appropriately lit and signed. They should be suitably constructed for all users, and provide direct and easy access to services and facilities.

V. The Council will support proposals that protect and enhance the New River towpath, pedestrian routes to, and within, the Lee Valley Regional Park and connections by foot to other open spaces.

Cycling provision

VI. Development proposals must provide for cycle facilities through the use of accessible and safe routes to and around the site, the provision of cycle storage and cycle parking areas. Guidelines regarding the number of cycle spaces can be found in Appendix B.

Public transport

VII. All major developments should contribute to improved public transport, including infrastructure and revenue contributions for enhanced services, and should ensure that internal layouts do not impede the passage of buses.

Information for Applicants

30.8 Applicants should consult the latest guidance and documentation produced by the Department for Transport including the Manual for Streets 2 guidance tool. For major developments a 'swept path' analysis should be carried out to demonstrate that buses can pass safely along proposed bus routes.

New Development

30.9 New development can have a significant effect on movement flows and patterns in an area. Residential development should accommodate the needs of future residents, and commercial developments the parking of staff and delivery of goods and vehicles. The Council expects that the design of developments will address their likely transport effects. All developments must create safe and secure layouts which prioritise pedestrian and cycle movements, as well as considering the needs of people with disabilities. A key tool to facilitate this will be the Travel Plan.

Policy TM2: Transport and New Developments

- I. Development will not be permitted where there would be a severe impact on the transport network. Development proposals must ensure that the safety of all movement corridor users is not compromised.
- II. To demonstrate the likely impact of a development proposal on movement patterns and flows in an area, a Transport Assessment or a Transport Statement will be required.
- III. Travel Plans must be submitted where the development involves major residential development, employment and other commercial development, and non-residential institutions such as schools and colleges. The Travel Plan will need to demonstrate that mitigation of the transport impacts of the proposal is achievable, and include provisions for monitoring.
- IV. The Council will encourage the use of appropriate design and traffic calming measures to meet the needs of various movement corridors users.

Information for Applicants

Transport Assessments and Transport Statements

30.10 Transport Assessment (TA) is a process that analyses the transport effects arising from a proposed development. It should identify measures to deal with anticipated transport impacts of a scheme, and how the scheme will improve accessibility and safety for all modes of travel, particularly alternatives to the car such as walking, cycling and public transport.

30.11 A TA should include a non-technical summary, an explanation of the existing conditions and proposed development, the trip generation arising from the development and environmental impact and funding sources for any new infrastructure required as a result of the development. It should also highlight the more sustainable choices to be implemented through the travel plan, including mitigation measures, and a methodology for monitoring transport impacts.

30.12 For smaller developments, the transport issues arising out of development proposals may not require a full TA and a simplified Transport Statement may

suffice. Discussions should be held with the Council to determine whether or not the submission of a TA is required.

30.13 The submission of a Transport Assessment will be usually required where:

- Residential development exceeds 80 units
- Non-food retail development exceeds 1,500 sqm Gross Floor Area (GFA)
- Class B1 Business exceeds 2,500 sqm GFA
- Class B2 General industrial exceeds 4,000 sqm GFA
- Class B8 Warehousing exceeds 5,000 sqm GFA

Access and Servicing

30.14 Access for emergency and other servicing vehicles can be quite constrained and needs to be maintained at an adequate level for obvious reasons.

Policy TM3: Access and Servicing

I. New development proposals must provide for adequate, safe and convenient servicing arrangements, access points and drop-off areas.

II. Adequate provision must be made for the movement and turning of emergency vehicles and refuse vehicles in all developments.

Electric Vehicle Charging Points

30.15 The Government has stated that it will end the sale of all new conventional petrol and diesel cars and vans by 2040.⁵ It is recognised that making provision for electric vehicle charging points will potentially reduce emissions and thereby contribute towards sustainable development. Therefore the Council will ensure that provision for electric vehicle charging infrastructure is provided in new developments.

Policy TM4: Electric Vehicle Charging Points

I. The Council will expect that all parking spaces within new housing developments, including communal parking spaces, have active EV charging points, or passive charging points where it can be demonstrated that provision of active charging points is not reasonable.

II. At least 20% of all new parking spaces for new retail and commercial development must be fitted with active EV charging points, with passive provision for all the remaining spaces.

III. All cabling and charging points for commercial parking spaces must be capable of supplying a rapid charging service.

⁵ The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, Department for Food and Rural Affairs and the Department for Transport, July 2017.

Information for Applicants

30.16 Active spaces are fully wired and connected, ready to use, points at parking spaces. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.

Parking

30.17 Hertfordshire has the sixth highest rate of car ownership in the UK and at the last census 87% of households in Broxbourne had access to at least one car/van. Insufficient parking can create significant on-street parking problems in and around key destinations such as strategic employment sites, town centres, railway stations and shopping centres. Too much parking provision can promote car usage at the expense of sustainable transport, creating additional congestion on the road network and reducing the quality of the local environment.

Policy TM5: Parking Guidelines

- I. Planning applications will be determined with regard to the Car Parking Guidelines in Appendix B.
- II. The Council will seek a sensible balance of car and cycle parking spaces based on the nature of the proposal, site context and wider surrounding area, and accessibility of shops, services and sustainable transport infrastructure, with the overall aim of reducing private car use.

Information for applicants

30.18 Broxbourne Council is working towards using Public Transport Accessibility Levels (PTAL) as our measure of the accessibility of a site to public transport. PTALs are an accepted and accurate measure of the accessibility of a particular location or point of interest to the public transport network. The Council will use a site's PTAL rating as a starting point, but will also consider the proximity of cycle and walking routes and scheduled future improvements when evaluating development proposals.

30.19 Applicants should note that areas with medium to high PTAL ratings have reduced parking requirements (see also Policy TM4 Parking Guidelines and Appendix B Car and Cycle Parking Guidelines). Consideration of a site's PTAL rating should inform the application of the parking guidelines.

Vehicle Cross-Overs

30.20 The construction of a dropped kerb for vehicle access is controlled, approved and licensed by the Council. Where such access is on and off a principal road, secondary distributor roads and C classified roads, planning permission is required. The Council continues to see applications for converting domestic front gardens into

parking spaces. In some circumstances this may have an adverse effect on local amenity, the environment or the functioning of the highway, and availability of on-street parking.

Policy TM6: Vehicle Cross-Overs

Planning permission for vehicle crossovers and dropped kerbs will only be granted where:

- (a) it would not have a negative impact on the existing character of the area and street scene; and
- (b) there will be no adverse effect on the safety of pedestrians and highway users; and
- (c) it would not result in the loss of public greening such as street trees and grassed amenity areas; and
- (d) it does not give rise to further on street parking pressures; and
- (e) there are extenuating circumstances that justify the proposal; and
- (f) on site landscaping is retained; and
- (g) provision is made for the drainage of surface water.

APPENDICES

Appendix A: Schedule of Open Spaces

A.1 Borough Level Parks

- Lee Valley Regional Park
- Cedars Park
- Grundy Park
- Cheshunt Park
- Wormley
- Barclay Park
- Old Highway
- Whithern
- Rosedale Park
- Theobalds Park Farm south of Park Plaza West

A.2 Local Parks/Recreation Grounds

- Waltham Cross
- Nightlys
- Goffs Lane
- North of Goffs Lane
- Newgatestreet Road
- Goffs Oak
- Flamstead End
- Station Road
- Hammondstreet
- Baas Hill Common
- Pound Close
- Castle Road
- Deaconsfield
- Appleby Street, No 1
- Claremont
- Goodman Centre
- Longcroft Drive
- Bishops College
- The Spotlight/Lowewood Museum

A.3 Local Spaces with Facilities

- Kings Road
- Penton Drive
- Rosedale
- Dig Dug
- Isabel Christie
- Pitfield
- Bridleway South

- Fishers Close
- Richardson Crescent
- The Meadway

A.4 Informal Open Spaces

- Trafalgar Avenue
- Oxford Close
- Cornwall Close
- Clifton Close
- Cadmore Lane
- Broomfield Avenue
- Roselands Wood
- Sheredes Drive Copse
- Perrysfield
- Appleby Street, No 2
- Peace Close & Historic Site
- Peakes Way
- Lucern Warren
- Moxom Avenue
- Jubilee Gardens
- Jones Road
- Bloomfield Road
- Gladding Road
- Dairyglen Avenue
- Tregellis Road

A.5 Children's Play Areas

- Maurice Road
- High Wood Road
- Meadway
- Mulberry Close
- Juniper Close
- Felton Close
- Hayes Walk
- Galloway Close
- Holmesdale Tunnel (part)
- Fairley House
- Dairyglen House
- Holdbrook Play Areas (3)
- Landau Way

A.6 Schools with Community Use of Facilities

- John Warner Sports Centre
- Goffs Sport Centre
- Turnford School
- St Mary's

A.7 Voluntary Clubs and Societies

- Cheshunt Football Club
- Cheshunt Cricket Club
- Broxbourne Sports Club
- Rosedale Sports Club
- Cheshunt Rifle & Pistol Club
- V&E Club
- Hoddesdon Football Club
- Hoddesdon Cricket Club
- Rosehill Bowls Club,
- Hoddesdon

A.8 Allotments

- Stanstead Road
- Lampits
- Old Highway
- Lord Street
- Mill Lane
- Westview
- Church Lane
- Halfhide Lane

- Cadmore Lane
- Russells Ride
- Dark Lane
- Trinity Lane North
- Trinity Lane South
- Doverfield
- Holdbrook
- Brookfield
- High Leigh

A.9 Registered Commons and Village Greens

- Coldhall Green, White Stubbs
- Lane (Village Green)
- Station Road, Broxbourne (Village Green)
- Cock Lane, Hoddesdon (Village Green)
- Baas Hill (Common Land)
- Jones Road, Goffs Oak (Village Green)
- The Paddley, Hoddesdon (Village Green)

Cheshunt Common is not a Registered Common but is held by the Cheshunt Common Trust with grazing and public access from the Hertfordshire Way.

Appendix B Car and Cycle Parking Guidelines

Car Parking Notes

gfa= gross floor area

rfa = retail floor area

Cycle Parking Notes

space = space to park one bicycle

l/t = long term (covered 7 secured)

s/t - short term

f/t staff = full-time staff equivalents

l/t cycle parking provision at a ratio of 1 space per 10 f/t staff is equivalent to a modal split of 10% by bicycle.

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
A1 Retail Foodstores	a) Small Food Shops up to 500m ² gfa	1 space per 30m ² gfa	1 s/t space per 150m ² gfa
	b) Food supermarkets exceeding 500m ² gfa but not exceeding 2,500m ² rfa	1 space per 18m ² gfa	150m ² gfa plus 1 l/t space per 10 f/t staff
	c) Food superstores/hypermarkets exceeding 2,500m ² rfa	1 space per 15m ² gfa	
A1 Non-food retail	a) Non-food retail warehouses with garden centres	1 space per 25m ² gfa	1 s/t space per 350m ² gfa plus 1 l/t space per 10 f/t staff
	b) Non-food retail warehouses without garden centres	1 space per 35m ² gfa	
	c) Garden Centres up to 4,000m ² gfa	1 space per 25m ² gfa	
	d) Garden centres exceeding 4,000m ² gfa	to be decided in each case on individual merits	

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
	e) Non-food retail parks	1 space per 40m ² gfa	
A2 Financial & Professional Services	Banks, building societies, estate agencies, betting shops	1 space per 30m ² gfa	1 s/t space per 200m ² gfa plus 1/t space per 10 f/t staff. Note: A2 offices should be treated as B1 offices
A3 Food and Drink Services	Restaurants/cafes	1 space per 5m ² of floorspace of dining area plus 3 spaces per 4 employees	
A4 Drinking Establishments	Public houses/bars	1 space per 3m ² of floorspace of bar area plus 3 spaces per 4 employees	1 s/t space per 100m ² gfa plus 1 l/t space per 10 f/t staff
A5 Hot Food Takeaways	a) Hot food takeaway shops (excluding fast food drive thru restaurants)	1 space per 3m ² of floorspace of public area plus 3 spaces per 4 employees	
	b) Fast food drive thru restaurants	1 space per 8m ² gfa	
B1 Business	a) B1(a) offices	1 space per 30m ² gfa	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff
	b) B1(b) research & development, high-tech/B1(c) light industry	1 space per 35m ² gfa	
B2 General Industry	General Industry	1 space per 50m ² gfa	
B8 Storage & Distribution	Wholesale distribution, builders merchants, storage	1 space per 75m ² gfa	1 l/t space per 10 f/t staff
Business Parks	Mixed B1/B2/B8 (unless heavily orientated to B8) for use where individual land use components are not known	1 space per 40m ² gfa	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
C1 Hotels and Hostels	a) Hotels	1 space per bedroom (including staff accommodation) plus 1 space per manager plus 2 spaces per 3 staff minus spaces related to staff bedroom plus 1 space per 5m ² dining area plus 1 space per 3m ² bar area plus 1 space per 5m ² public area in conference facility plus 1 space per 6m ² of public area in exhibition hall plus a minimum of 1 coach parking space per 100 bedrooms	1 l/t space per 10 beds plus 1 l/t space per 10 f/t staff
	b) Hostels	3 spaces per 4 units	1 l/t space per 3 units
C2 Residential Institutions	a) Institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres)	1 space per 5 residents' bed spaces plus 1 space per 2 staff (non resident); parking for resident staff to be based on general needs standard	1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time
	b) Elderly persons residential & nursing homes (Category 3)	0.25 spaces per resident bed space; parking for resident staff to be based on general needs standard	
	c) Education - halls of residence	1 space per 2 full-time staff plus 1 space per 6 students (but with linkage to student transport plans where appropriate)	1 l/t space per 10 f/t staff plus 1 l/t space per 3 students
C3 Residential	a) General needs		1 l/t space per unit if no garage or shed provided
	i) Bedsits	1.5 spaces per bedsit	

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
	ii) 1 bedroom dwellings	1.5 spaces per dwelling	
	iii) 2 bedroom dwellings	2 spaces per dwelling	
	iv) 3 bedroom dwellings	2.5 spaces per dwelling	
	v) 4 or more bedroom dwellings	3.0 spaces per dwelling	
	b) Houses in multiple occupation (i.e. separate households sharing facilities)	0.5 spaces per tenancy unit	
	c) Elderly persons accommodation		
	i) Retirement dwellings - no warden control, 1 or 2 bedroom (Category 1)	1.25 spaces per unit including 0.25 visitor space	1 s/t space per 3 units plus 1 l/t space per 5 units
	ii) Sheltered dwellings - warden control (Category 2)	0.75 space per unit including 0.25 visitor space	
D1 Non-residential Institutions	a) Public Halls/Places of Assembly (excluding D2)	1 space per 9m ² gfa or 1 space per 3 fixed seats plus 3 spaces per 4 staff members	
	b) Community/family centres	1 space per 9m ² gfa plus 1 space per full-time staff member of equivalent	1 s/t space per 200m ² gfa plus 1 l/t space per 10 staff on duty at any one time
	c) Day Centres	1 space per 2 staff members plus 1 space per 3 persons attending or 1 space per 9m ² gfa	
	d) Places of worship	1 space per 10m ² gfa	
	e) Surgeries & clinics	3 spaces per consulting room plus 1 space per employee other than consulting doctors/dentists/vets	1 s/t space per consulting room plus 1 l/t space per 10 staff on duty at any one time
	h) Educational establishments (including residential)		1 l/t space per 10 f/t staff plus

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
	i) Schools	1 space per full-time member of staff plus 1 space per 100 pupils plus 1 space per 8 pupils over 17 years old plus 1 space per 5 pupils under 17 years old	primary school: 1 l/t space per 15 students secondary school: 1 l/t space per 5 students
	ii) Further Education	1 space per full-time member of staff plus 1 space per 5 full-time students	further education: 1 l/t space per 5 students
	iii) Nursery schools/playgroups	1 space per 4 pupils	nursery schools/playgroups: none additional
Note: Overspill parking for community purposes (outside school day) should be catered for by use of dual purpose surfaces such as school play areas			
D2 Assembly & Leisure	a) Places of entertainment/leisure parks for use when individual land use components are known	to be decided in each case on individual merits: parking for individual land use components should be based on the standards set out in this guidance, but with an overall reduction in provision to reflect linked trips on site (all parking should be shared and an overall reduction of 25% should form the starting point for discussion)	on merit, depending upon mix uses
	b) Places of entertainment/leisure parks for use when individual land use components are not known	1 space per 15m ² gfa (shared parking)	
	c) Cinemas (including multiplexes)	1 space per 3 seats	cinemas up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
			any one time. cinemas over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time
	d) Swimming Pools	1 space per 15m ² gfa	
	e) Tennis/badminton	4 spaces per court	
	f) Squash Courts	3 spaces per court	
	g) Fitness centres/Sports Clubs	1 space per 15m ² gfa	
	h) Outdoor Sports Ground		
	i) with football pitches	20 spaces per pitch	
	ii) without football pitches	50 spaces per hectare	1 s/t space per 10 players/participants at busiest period
	I) Golf		
	i) 18 hole golf course	100 spaces	10 l/t spaces per 18 holes
	ii) 9 hole golf course	60 spaces	5 l/t spaces per 9 holes
	iii) golf driving range	1.5 spaces per tee	
	iv) golf courses larger than 18 holes and/or for more than local use	to be decided in each case on individual merit	5 s/t spaces per 20/30 tee driving range pro rata to above
Motor Trade Related	a) Showroom car sales	3 spaces per 4 employees plus 1 space per 10 cars displayed	1 l/t space per 10 f/t staff
	b) Vehicle Storage	3 spaces per 4 employees plus 12 spaces per showroom space or provision at rate of 10% annual turnover	1 l/t space per 10 f/t staff
	c) Hire Cars	3 spaces per 4 employees plus 1 space per 2 hire cars based at	1 l/t space per 10 f/t staff

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
		site	
	d) Ancillary vehicle storage	3 spaces or 75% of total if more than 3 vehicles	1 l/t space per 10 f/t staff
	e) Workshops	3 spaces per 4 employees plus 3 spaces per bay (for waiting & finished vehicles) in addition to repair bays	1 l/t space per 10 f/t staff
	f) Tyre & Exhaust	3 spaces per 4 employees plus 2 spaces per bay	1 l/t space per 10 f/t staff
	g) Parts stores/sales	3 spaces per 4 employees plus 3 spaces for customers	1 l/t space per 10 f/t staff
	h) Car wash/petrol filling station	3 spaces per 4 employees plus 3 waiting spaces per bay or run in to row of bays (additional parking is required where a shop is provided)	1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included
Passenger Transport Facilities	a) Rail Stations	to be decided in each case on individual merits	to be decided in each case on individual merits
	b) Bus Stations	to be decided in each case on individual merits	2 l/t spaces per 100 peak period passengers
Parking for disabled motorists	a) Employment generating development		
Notes: 1. The parking needs of disabled motorists shall be met in full irrespective of location i.e. where the zonal	i) up to 200 space car park (demand-based as calculated from above guidelines)	individual spaces for each disabled employees plus 2 spaces or 5% of total capacity, whichever is greater	
	ii) more than 200 space car park (demand-based as calculated from above guidelines)	6 spaces plus 2% of total capacity	

Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
procedure results in on-site parking restraint, there shall be no corresponding reduction in disabled spaces. 2. The number of disabled spaces specified are part of total capacity, not additional.	b) Shop premises to which the public have access/recreation		
	i) up to 200 space car park (demand-based as calculated from above guidelines)	3 spaces or 6% of total capacity, whichever is greater	
	ii) more than 200 space car park (demand-based as calculated from above guidelines)	4 spaces plus 4% of total capacity	
	c) Residential	1 space for every dwelling built to mobility standards	
	i) General	3 spaces	

Appendix C: List of Policies

Policy Number	Policy Name	Chapter
DS1	The Development Strategy	3
PM1	Sustainable Place Making	4
BR1	Brookfield Riverside	5
BR2	Brookfield Garden Village	5
BR3	Brookfield Relocations	5
BR4	Halfhide Lane Gypsy Site	5
BR5	Transport and Movement in the Brookfield Area	5
BR6	The Environment and Landscape of the Brookfield Area	5
BR7	Integrated Development of Brookfield	5
BX1	Broxbourne Village Improvement Plan	6
BX2	Broxbourne Station and Environs	6
BX3	Gas Distribution Station	6
BX4	Broxbourne School	6
CH1	Cheshunt Lakeside	7
CH2	Rosedale Park	7
CH3	Cheshunt Old Pond	7
CH4	Old Cambridge Road Corridor	7
CH5	Cheshunt Park	7
CH6	Cedars Park	7
CH7	Cheshunt Football Club	7
CH8	Albury Landscape Protection Zone	7
CH9	Theobald's Brook Field	7
CH10	East of Dark Lane	7
CH11	Former Eastern Playing Field	7
CH12	Land North of Bonney Grove	7
CH13	Council Offices, Churchgate	7
CH14	South of Hammondstreet Road	7
GO1	Goffs Oak Village Improvement Plan	8
GO2	North of Goffs Lane	8
GO3	South of Goffs Lane	8
GO4	Newgatestreet Road	8
GO5	North of Cuffley Hill	8
HOD1	Hoddesdon Town Centre	9
HOD2	19 Amwell Street and Scania House	9
HOD3	Former Hoddesdon Police Station	9
HOD4	Turnford Surfacing Site	9
HOD5	Hoddesdon Business Park	9
HOD6	East of Dinant Link Road	9
HOD7	High Leigh Garden Village	9
HOD8	Westfield Primary School Site	9
HOD9	Barclay Park and Spital Brook	9
PP1	Park Plaza West	10

Policy Number	Policy Name	Chapter
PP2	Park Plaza North	10
PP3	Park Plaza South	10
PP4	Maxwells Farm West and Rush Meadow	10
WC1	Waltham Cross Town Centre	11
WC2	Waltham Cross Northern High Street	11
WC3	Theobalds Grove Station Car Park	11
WC4	Waltham Cross Renaissance Area Action Plan	11
WT1	Macers Estate	12
LV1	Lee Valley Regional Park	12
LV2	Lee Valley White Water Centre	13
LV3	Broxbourne Leisure Pool Site	13
LV4	Spitalbrook	13
LV5	Lee Valley Park Gateways	13
LV6	Former Britannia Nurseries Site, Waltham Cross	13
CS1	Cheshunt Country Club	14
CS2	Countryside Protection and Enhancement	14
NR1	New River Path	15
GT1	Gypsies and Traveller sites	16
GT2	Travelling Showpeople Site	16
INF1	Infrastructure	17
INF2	Broxbourne Transport Strategy	17
INF3	Road Infrastructure	17
INF4	Crossrail 2/four tracking	17
INF5	Rail Stations	17
INF6	Level Crossings	17
INF7	Bus Transport	17
INF8	Local Cycling and Walking Infrastructure Plan	17
INF9	Utilities Statements	17
INF10	Secondary School Site DPD	17
INF11	New and Expanded Primary Schools	17
INF12	Educational Facilities	17
INF13	Health Care	17
INF14	Hotels	17
PO1	Planning Obligations	18
PO2	Community Infrastructure Levy	18
IMP1	Delivery of Development	19
IMP2	Monitoring of Development	19
DSC1	General Design Principles	20
DSC2	Extensions and alterations to existing developments	20
DSC3	Design affecting the public realm	20
DSC4	Management and maintenance	20
DSC5	Sustainable Construction	20
DSC6	Designing out Crime	20
DSC7	Comprehensive Urban Regeneration	20
DSC8	Shop Fronts and Fascias	20
DSC9	Advertisement and Signs	20

Policy Number	Policy Name	Chapter
H1	Making Effective Use of Urban Land	21
H2	Affordable Housing	21
H3	Conversion of non-residential buildings to residential use	21
H4	Housing Mix	21
H5	Houses in Multiple Occupation	21
H6	Housing for Specific Needs	21
H7	Loss of Specialist Residential Accommodation	21
H8	Residential Annexes	21
H9	Permanent Residential Moorings	21
ED1	New Employment Uses	22
ED2	Employment Areas	22
ED3	Loss of Employment Uses - Rest of the Borough	22
RTC1	Retail Hierarchy	23
RTC2	Development within town, district and local centres, neighbourhood centres and parades	23
RTC3	Evening Economy	23
RTC4	Hot Food Take-Away Uses	23
ORC1	New Open Space, Leisure, Sport and Recreational Facilities	24
ORC2	Loss of Open Space, Leisure, Sport and Recreational Facilities	24
ORC3	Amenity Spaces	24
ORC4	Community Uses	24
ORC5	Equestrian Development	24
W1	Improving the Quality of the Environment	25
W2	Water Quality	25
W3	Water Efficiency	25
W4	SUDS	25
W5	Flood Risk	25
GB1	Green Belt	26
GB2	Residential Development on Derelict Glass House Sites	26
NEB1	General Strategy for Biodiversity	27
NEB2	Wildlife Sites	27
NEB3	Green Infrastructure	27
NEB4	Landscaping and Biodiversity in New Developments	27
NEB5	Protected Trees and Hedgerows	27
EQ1	Residential and Environmental Quality	28
EQ2	Air Quality	28
EQ3	Lighting	28
EQ4	Noise	28
EQ5	Contaminated Land	28
EQ6	Unstable Land	28
HE1	General Strategy for the Historic Environment	29
HE2	Development affecting the Historic Environment	29
TM1	Sustainable Transport	30
TM2	Transport and New Developments	30

APPENDIX D) LIST OF POLICIES

Policy Number	Policy Name	Chapter
TM3	Access and Servicing	30
TM4	Electric Vehicle Charging Points	30
TM5	Parking Guidelines	30
TM6	Vehicle Cross-overs	30

Appendix D: Glossary

AAP Area Action Plan	NE Natural England
AMR Authority Monitoring Report	NPPF National Planning Policy Framework
AQMA Air Quality Management Area	NPPG National Planning Practice Guidance
BIAC Biodiversity Impact Assessment Calculator	NVC National Vegetation Classification
CIL Community Infrastructure Levy	SA Sustainability Appraisal
DEFRA Department for Environment, Food and Rural Affairs	SAC Special Area of Conservation
DPD Development Plan Document	SCI Statement of Community Involvement
EU European Union	SFRA Strategic Flood Risk Assessment
EPSML European Protected Species Mitigation Licenses	SHMA Strategic Housing Market Assessment
FEMA Functional Economic Market Area	SLAA Strategic Land Availability Assessment
FRA Flood Risk Assessment	SMC Scheduled Monument Consent
GFA Gross Floor Area	SPA Special Protection Area
GI Green Infrastructure	SPG Supplementary Planning Guidance
HCC Hertfordshire County Council	SPD Supplement Planning Document
HMO Houses in Multiple Occupation	SSSI Site of Special Scientific Interest
HRA Habitats Regulations Assessment	SuDS Sustainable Urban Drainage System
IDP Infrastructure Development Plan	S106 Section 106 Agreement
LDS Local Development Scheme	TA Transport Assessment
LNR Local Nature Reserve	TPO Tree Preservation Order
LSCC London Stansted Cambridge Consortium	UTP Urban Transport Plan
LTP Local Transport Plan	
LWS Local Wildlife Site	

Affordable Homes

A full definition of this term can be found in the Glossary contained within the Appendices to the National Planning Policy Framework.

Air Quality Management Areas (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Area Action Plan (AAP) A type of Development Plan Document (DPD) focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).

Area of archaeological interest

A locally designated area which holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Authority Monitoring Report (AMR) An annual report that monitors the development in the Borough in the previous year and the progress made against the timeline set out in the Local Development Scheme. They set out progress against a range of measures; such as the number of dwellings built, the amount of new commercial floorspace completed and the Borough's level of employment. AMRs also set out plans and projections for the future, including the Council's up to date housing land supply position.

Biodiversity Impact Assessment Calculator (BIAC)

A calculator aimed at developers who wish to obtain an

estimate of how many conservation credits they might need to purchase in order to compensate for the impacts caused by a particular development.

Brownfield Sites Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Community Infrastructure Levy (CIL) A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Conservation Area An area designated by the Council for its special architectural or historical interest. Within these areas planning authorities have extra powers to control works and demolition of buildings to protect or enhance the character or appearance of the area.

Development Brief Informs developers and other interested parties of the constraints and opportunities presented by a site, and the type of development expected or encouraged by local planning policies.

Development Plan Document (DPD)

Development Plan Documents are prepared by local planning authorities and outline the key development goals. Examples of Development Plan Documents include Local Plans and Area Action Plans. DPDs form part of the statutory development plan for an area.

District Centre A group of shops and some service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre but with more variety than local

centres. As listed in policy RTC1 and defined on the Policies Map.

Duty to Cooperate The duty to cooperate was created in the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effective of Local and Marine Plan preparation in the context of strategic cross boundary matters

Enfield, Essex and Hertfordshire Border Liaison Group (EEHBLG) Grouping of six authorities to discuss cross-boundary strategic planning issues. Members are: Broxbourne Borough Council; London Borough of Enfield; Epping Forest District Council; Essex County Council; Hertfordshire County Council; Lee Valley Regional Park Authority; Epping Forest Conservators.

European Protected Species Mitigation Licenses (EPSML) A mitigation licence is required if the work being carried out will have an impact on European protected species that would otherwise be illegal.

Evidence Base The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in the Local Plan, including physical, economic and social characteristics of an area.

Flood Risk Assessment (FRA) An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Functional Economic Market Area (FEMA)

The geography of commercial property markets should be thought of in terms

of the requirements of the market in terms of the location of premises, and the spatial factors used in analysing demand and supply, often known as the functional economic market area.

Grade separation is the name given to a method of aligning a junction of two or more roads or paths at different heights (grades) so that they will not disrupt the traffic flow on other transit routes when they cross each other.

Green Belt The designation around cities or built up area with the aim of preventing urban sprawl by keeping land permanently open. As stated in the NPPF, the Green Belt serves five purposes, which are: to check unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Green Infrastructure (GI) A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities

Heritage Asset A building, monument, site, place, area or landscape identified as having a degree of significant merit in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)

Houses in Multiple Occupation (HMO)

A house that is occupied by unrelated occupants who share facilities i.e.

bathrooms, shower rooms, living room and kitchen.

Habitats Regulation Assessment (HRA) An assessment which identifies any aspects of an emerging DPD/Local Plan that would have the potential to have a significant effect on designated wildlife sites (i.e. SACs, SPAs, Ramsar Sites) and begin to identify appropriate mitigation measures where such effects are identified.

Infrastructure Delivery Plan (IDP) Identifies all the types of infrastructure (roads, health centres, schools etc) required to support the growth within an area.

Listed Building A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

Local Centre A small group of shops and perhaps limited service outlets of a local nature serving a small catchment. As listed in Policy RTC1 and defined on the Policies Map.

Local Development Scheme (LDS) The local planning authority's scheduled plan for the preparation of Local Development Documents.

Local Green Space A designated to provide special protection against development for green areas of particular importance to local communities.

Local List A list of locally important buildings valued for their contribution to the local scene or for local historical situations but not meriting listed building status.

Local Nature Reserve (LNR) Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Local Plan The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Local Transport Plan (LTP) All local transport authorities are required to produce a Local Transport Plan. The Plan sets out the objectives and priority schemes for developing transport within the authorities area.

Local Wildlife Site (LWS) Areas which are important for the conservation of wildlife within the Borough, but do not benefit from legal protection.

Main River As defined in the Water Resources Act 1991 (section 113) a main river is a watercourse shown as such on a main river map.

Master Plan A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer/local planning authority.

Movement Corridor The phrase 'movement corridor users' is equivalent to 'road users' but could also include shared cycle/pedestrian paths where there is the potential for conflict between different users which could be mitigated through careful design and layout.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (NPPG) Published in March 2014, the

NPPG adds further context to the NPPF and replaces over 7,000 pages of planning guidance that was previously published in separate document. The NPPG is separated into 48 pieces of guidance and covers topics such as: Local Plans, Housing and Economic Development Needs Assessment, Viability and Duty to Cooperate

National Vegetation Classification (NVC) A system used to classify habitat types through the assessment of the vegetation.

Ordinary Watercourses The Flood and Water Management Act 2010 defines ordinary watercourse as a "watercourse" that does not form part of a "main river".

Plots and Pitches For the purposes of this Plan, the term "pitch" means a plot on a "gypsy and traveller" site and "plot" means a pitch on a "travelling showpeople site". This terminology differentiates between residential pitches for "gypsies and travellers" and mixed-use plots for "travelling showpeople", which may need to incorporate space or to be split to allow for the storage of equipment.

Policies Map Illustrates on an Ordnance Survey base map the Policies contained within the Local Plan.

Protected Species Plants and animal species afforded protection under certain Acts and Regulations.

Purple Flag (5) An accreditation process similar to the Green Flag award for parks and the Blue Flag award for beaches. It leads to Purple Flag status for town and city centres that meet or surpass the standards of

excellence in managing the evening and night time economy

Ramsar Sites Wetlands of international importance, designated under the 1971 Ramsar Convention

Regulation 18 Part of the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 18 sets out the requirements for invitation of bodies and persons to submit representations, which the Council must then take account of prior to Regulation 19 stage. Also known as the 'preparation' stage of emerging Local Plans.

Regulation 19 Part of the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 19 sets out the requirements for making the revised draft Local Plan available prior to submission of the Plan to the Planning Inspectorate. Also known as the publication stage of emerging Local Plans.

Representation Formal term for comments/feedback submitted through a Local Plan consultation.

Scheduled Monument Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Site of Special Scientific Interest (SSSI)

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Section 106 Agreement (S106) A legal agreement under section 106 of the 1990 Town and Country Planning Act.

Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Source Protection Zone The Environment Agency identifies Source Protection Zones to protect groundwater from developments that may damage its quality.

Soundness Tests set out in the National Planning Policy Framework (NPPF) which must be passed before a Planning Inspector can recommend that a Local Plan (or other Development Plan Document) meets national requirements and can be adopted by the Council as policy. The four tests are that Local Plans should be: positively prepared, justified, effective, and consistent with national policy.

Special Area of Conservation (SAC) Areas given special protection under the European Union's Habitats Directive, which is transposed in to UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas (SPA) Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Starter Homes Defined within the Housing and Planning Act 2016 as a new dwelling that is available for purchase by qualifying first-time buyers only at a discounted rate of at least 20% of the market value

Statement of Community Involvement (SCI)

The Statement of Community Involvement (SCI) sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of development plan documents and development management decisions.

Strategic Housing Market Assessment (SHMA) An assessment of a local planning authorities full housing need in a defined geographical area. The assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period.

Strategic Land Availability Assessment (SLAA) This is a key component of the evidence base. It is an assessment of land availability which identifies a future supply of land which is suitable, available and achievable for housing and economic development uses over a plan period.

Strategic Flood Risk Assessment (SFRA) An assessment on the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Supplementary Planning Documents (SPD) Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions.

Supplementary Planning Guidance (SPG) Supplementary Planning

Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan

Sustainability Appraisal (SA) An appraisal of the economic, social and environmental effects of a plan from the outset of the preparation process, so that decisions can be made that accord with sustainable development

Sustainable Urban Drainage System (SuDS) An alternative solution to the direct channelling of water. Sustainable Urban Drainage Systems (SuDS) are designed to control the quantity and rate of run-off from a development; to improve the quality of the run-off; and, to enhance the nature conservation, landscape and amenity value of the site and its surroundings.

Town Centre Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area

Town Centre Strategy Action plans to sustain and encourage the growth of services and amenities in a town

centre through a partnership of the local authority and various organisations and people.

Transport Assessment (TA) A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Tree Preservation Order (TPO) A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without consent of the local planning authority.

Urban Transport Plan (UTP) Sets out the approach to the delivery of transport improvements for an urban area.

Windfall Sites Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix E: Indicative Concept Plans

E1. Indicative Concept Plans for each of the development areas contained within the Local Plan are contained within a separate document, including the following:

- Park Plaza area
- Goffs Oak area
- Brookfield
- West Hoddesdon
- Cheshunt Lakeside (Delamare Road)
- Broxbourne School
- Bury Green Area
- Former Britannia Nurseries Site, Waltham Cross
- Spitalbrook
- Rye House

E.2. Snapshots from the Concept Plans are contained within Part 3 of the Local Plan to illustrate the place-specific policies.

Appendix F: Local Plan 2001-2011: Saved policies to be superseded

Policy No.	Superseded policies
SUS1	Sustainable Development Principles
SUS2	Energy
SUS4	Minerals
SUS5	Pollution
SUS6	Air Quality
SUS7	Air Quality Management Areas
SUS8	Noisy Development
SUS9	Requirement for a Noise Impact Study
SUS10	Noise Sensitive Development
SUS11	Light Pollution and floodlighting
SUS12	Development on Contaminated Land
SUS13	Hazardous Substances
SUS14	Water Supply Waste Water Treatment and Water Conservation
SUS15	Ground and Surface Water Protection
SUS16	Flood Risk Assessments
SUS17	Flood Prevention
SUS18	Surface Water Drainage
GBC1	Revisions to Green Belt Boundary
GBC2	Development within The Metropolitan Green Belt
GBC3	Agricultural and Forestry Buildings
GBC5	Removal of Agricultural Occupancy Conditions
GBC6	Proposals for Non Agricultural Uses of Green Belt Land
GBC7	Buildings Required in association with Predominantly Open Uses of
GBC8	Ancillary Dwellings In the Green Belt
GBC9	Removal of Restrictive (Non Agricultural) Occupancy Conditions
GBC10	Travelling Show people
GBC11	Extension and Alteration of Existing Dwellings In The Green Belt
GBC12	Extension of Residential Curtilage
GBC13	Replacement Dwellings In The Green Belt
GBC14	Rural Diversification
GBC15	Re-Use of Existing Rural Buildings
GBC16	Landscape Character Areas and Enhancement
GBC17	Protection and Enhancement of Public Rights of Way
GBC18	Protection of Internationally Important Wildlife Sites
GBC19	Protection For Sites Of Wildlife And Nature Interest
GBC20	Protected Species
H2	Maximising the Development Potential from sites
H5	Longer Term Housing Allocations 2008-2011
H6	Protecting The Amenity Of Existing Residential Areas
H7	Retention or Refurbishment of Existing Housing Stock
H8	Design Quality of Development
H9	Conversion Of Existing Residential Property To Self Contained
H10	Residential Conversion Of Non Residential Premises

Policy No.	Superseded policies
H11	Housing Densities In New Development On Unallocated Housing
H12	Housing Mix
H13	Affordable Housing
H14	Securing Provision Of Affordable Housing
H15	Affordable Housing: Ensuring Continuing Benefits
H16	Residential Care Homes
H17	Sheltered Housing
H18	Hostel Accommodation
H19	Loss of Specialist Residential Accommodation
EMP1	Employment Areas
EMP2	Park Plaza Employment Site
EMP3	North East Hoddesdon Key Site
EMP4	Essex Road Improvement Scheme
EMP5	Employment Uses in Town Centres
EMP6	Local Employment Sites
EMP7	Incompatible Employment Uses
EMP8	Home Working
EMP9	Small Business Units
EMP11	Replacement of St Mary's High School
EMP12	Nurseries and Creches
RTC1	Hierarchy of Town and Local Centres
RTC2	Vitality and Viability of Town and District Centres
RTC3	Developers' Contributions
RTC4	Criteria for assessing new retail proposals
RTC5	Non-retail uses within Core frontages of Hoddesdon and Waltham
RTC6	Non-retail uses other than in Core Town Centre frontages
RTC7	Proposals for Class A3 and similar uses
RTC8	Shop Fronts
RTC9	Shop and Business Fascias
RTC10	Residential Use in Town Centres
BFC1	Comprehensive approach to Development at Greater Brookfield
BFC3	Land at Brookfield Farm and Brookfield Retail Park
BFC4	New River Trading Estate
BFC5	Redevelopment of Household Waste site and Highway Depot
BFC6	Land west of Halfhide Lane (Halfhide Lane site)
BFC7	Relocation of Travellers
BFC8	Impact of development on the highway network within the Greater
BFC9	Design & Appearance
BFC10	Protection of the setting of the Green Belt and Great Cambridge
BFC11	Pedestrian links beside The New River
CLT1	Community, Open Space and Recreational Facilities
CLT2	Childrens Play Areas
CLT3	Maintenance of Landscaping/Open Space
CLT4	Lee Valley Regional Park
CLT5	Hotels and Overnight Accommodation
CLT6	Bed and Breakfast Accommodation
HD1	Effect of development on nationally important Sites and
HD2	Requirements for evaluation of a Heritage Asset

Policy No.	Superseded policies
HD3	Preservation of Heritage Asset
HD4	Demolition (Listed Buildings)
HD5	Alterations and Extensions to Listed Buildings
HD6	Other Development affecting a listed building and its Curtilage
HD7	Enabling development
HD8	Condition of buildings
HD9	Parks and Gardens of Historic Interest
HD10	New Buildings and Changes of Use of Existing Buildings in
HD11	Demolition within conservation areas
HD12	Development adjoining, or visually related to, Conservation Areas
HD13	Design Principles
HD14	Design Statement on Local Character
HD15	Comprehensive approach to Urban Regeneration
HD16	Prevention of Town Cramming
HD17	Retention/Enhancement of Landscape Features
HD18	Trees, Hedgerows and Woodlands
HD19	Waterside Green Chains
HD20	Water courses in urban areas
HD21	Protection of open spaces not included within the hierarchy of open
HD22	Community Safety
HD23	Access for the disabled
HD24	Telecommunications
T1	Local Transport Plan
T2	Passenger Transport and Interchange Facilities
T3	Transport and New Development
T4	Green Travel Plans
T5	Development Standards
T6	Rural Roads
T7	Home Zones
T8	Greater Brookfield Area
T9	Pedestrian Needs
T10	Cycling Provision
T11	Car Parking
IMP2	Community and Infrastructure needs linked to new development
IMP3	Enforcement

Appendix G: Monitoring Framework

Objective	Policies	Indicator	Measure
Objective 1) Housing: Provide a range of market, affordable, elderly persons and special needs housing in the form of apartments, family and executive properties.	DS1: Development Strategy H1: Affordable Housing Policy GT1: Gypsy and Traveller Sites	Supply of new homes Criteria as set out in policy Supply of new pitches	Housing trajectory Target in policy (40%) Target in policy
Objective 2) Employment: Strengthen the local economy by providing a range of job opportunities in existing business parks and town centres, new high value jobs in business park environments and by securing investment in skills and training programmes.	ED1: New Employment Uses ED3: Loss of Employment Uses – Rest of Borough	Number of new jobs created B1/B2/B8 employment floorspace	Positive trend against jobs target in Policy DS1
		Related objectives: 3) Town Centres, Shopping and Leisure	
Objective 3) Town Centres, Shopping and Leisure: Improve the range and quality of retail, leisure and civic facilities by continuing to improve the Borough's centres.	BR1: Brookfield Riverside RTC2: Development within town, district and local centres, neighbourhood centres and parades.	Criteria as set out in policy Retail floorspace	Key milestones achieved Gain/loss
		Related objectives: 2) Employment; 4) Sustainable Neighbourhoods	
Objective 4) Sustainable Neighbourhoods: Ensure that growth and	DSC1: General Design Principles DSC3: Design Affecting the	Criteria as set out in policy Criteria as set out in policy	Positive trend Delivery of new and/or

Objective	Policies	Indicator	Measure
regeneration improves the physical quality and social and economic prosperity of neighbourhoods for residents, businesses, workers and visitors.	Public Realm		improved public realm schemes
	DSC7: Comprehensive Urban Regeneration	Comprehensive delivery at locations set out in the Local Plan	Planning and delivery of comprehensive schemes
Related objectives: 5) Environment; 6) Transport; 8) Health and Wellbeing			
Objective 5) Environment: Protect and enhance the natural, historic and built environment for its visual beauty, leisure and recreation value, ecology and heritage.	NEB2: Wildlife Sites	Impacts on internationally designated sites; SSSI status (favourable/unfavourable)	No deterioration against standards in mitigation strategy; SSSI status improvements
	NEB3: Green Infrastructure	Supply and enhancement	New and enhanced assets
	NEB4: Ancient Woodland, Protected Trees or Hedgerows	Protected assets	Additions/deletions
	HE1: General Strategy for the Historic Environment	Strategy and policy framework	Completion of tasks set out in Part II of the policy
	GB1: Green Belt	Change in extent of Green Belt	Loss of Green Belt
	GB2: Residential Development on Derelict Glass House Sites	Degree of openness; environmental enhancements	Contextual site appraisal
	Related objectives: 4) Sustainable Neighbourhoods; 8) Health and Wellbeing		
Objective 6) Transport: Ensure that growth and regeneration can be safely accommodated by local roads, the A10 and the West Anglia mainline and that it encourages as many journeys as possible by bus, rail, walking and cycling so that people have	TM1: Sustainable Transport	Percentage sustainable mode share	Local Transport Plan monitoring
	INF3: Road Infrastructure	Schemes set out in policy	Timely delivery
	INF7: Bus Transport	Proposals set out in policy	Timely delivery
	INF8: Local Cycling and Walking Infrastructure Plan	Proposals set out in policy	Timely delivery
	Related objectives: 4) Sustainable Neighbourhoods; 7) Infrastructure; 8) Health and Wellbeing		

Objective	Policies	Indicator	Measure
a safe, viable and attractive alternative to driving.			
Objective 7) Infrastructure: Ensure that sufficient infrastructure, services and facilities are in place or provided as part of housing, employment, retail/leisure and other developments to meet the education, healthcare, leisure and other needs of residents, businesses, workers and visitors.	INF10: Secondary School Site DPD	Identification and delivery of site	Progress with DPD
	INF11: New and Expanded Primary Schools	Schemes set out in policy	Timely delivery
	INF13: Health Infrastructure	Provision in line with NHS estates plan	Timely delivery
	PO1: Planning Obligations	Contributions received	Infrastructure Delivery Plan targets by infrastructure type
	PO2: Community Infrastructure Levy	Contributions received	
	Related objectives: 6) Transport; 8) Health and Wellbeing		
Objective 8) Health and wellbeing: Encourage active lifestyles and healthy choices through an integrated approach to active travel, clean and safe environments and enhanced access to indoor and outdoor sports, play and recreation.	ORC1: New Open Space, Leisure, Sport and Recreational Facilities	Proposals set out in policy	Timely delivery
	ORC2: Loss of Open Space, Leisure, Sport and Recreational Facilities	Protection of assets listed in policy	Lost assets
	EQ2: Air Quality	Nitrogen dioxide levels	Air Quality Annual Status Report
	Related objectives: 4) Sustainable Neighbourhoods; 5) Environment; 6) Transport.		

