

**Additional Schedule of proposed minor amendments to the Revised Core Strategy November 2011:**

This Schedule should be read in conjunction with the Schedule of proposed minor amendments. This Schedule has been compiled to reflect Statements of Common Ground agreed since 10 February 2012, and in response to the Council's Matter Statement submissions on 13 April 2012.

Ref	Chapter	Page	Policy / Para / Table No	Proposed Change	Reason for change	Is further Regulation 27 consultation required?	Is further Sustainability Appraisal required?
MA/84 replace MA/2	Introduction and context	12	Para 1.18	Traffic growth in the Borough is projected to increase by 22% by 2021 and the Core Strategy must also take account of the Hertfordshire Local Transport Plan <u>and its associated daughter documents</u> ( <del>and its associated documents: an Accessibility Strategy, Bus Strategy, Rail Strategy and Rights of Way Improvement Plan</del> ).	Resolution from the Statement of Common Ground with HCC Environment	No	No
MA/85	Spatial vision and developmen t strategy	30	Para 2.54	The concept of Transport Development Areas (TDAs), where higher density development is concentrated around transport hubs, will be promoted close to transport interchanges in Borehamwood and Potters Bar, <del>which, together with transport corridors running into</del> these TDAs, and other main centres, may act as a focus for new development <del>and offer some scope for trip-generating new development.</del> <u>The TDAs are themselves based on the Council's accessibility zones and provide a basis for directing more intensive and trip generating development towards the most accessible parts of the Borough's main settlements.</u>	In response to Matter Statement 6	No	No
MA/86	Spatial vision and developmen t strategy	33	Figure 1 – Key Diagram	Remove Strategic Gap designation from Map; and Transport Corridors to be removed, TDAs to be reviewed to ensure that they correspond with the accessibility zones.	In response to Matter Statement 2 and 6 respectively	No	No
MA/87 replace MA/40	Housing	38	Para 3.19	To ensure the sustainable phasing of new housing during the Plan period, where housing completions during any <del>three</del> <u>rolling five</u> year period are projected to exceed the proportion sought in each phase in Policy CS3 by 20% or more, planning permission will also not be granted for schemes in	In response to Matter Statement 1	No	No

				<p>excess of 50 units. This element of Policy CS3 is only expected to apply in exceptional circumstances where there are a number of very large windfall sites emerging in close succession. Exceptionally, a large brownfield windfall site may emerge and where such proposals are accompanied by the required infrastructure requirements on or within the vicinity of the site, there may be scope to relax the phasing requirements set out in Policy CS3.</p>			
MA/88 replace MA/44	Housing	38	Para 3.20	<p>Similarly, the Council needs to ensure that there is no under-supply of new housing, because of a lack of SHLAA sites coming forward and / or suitable windfall sites being developed. <del>Where housing completions during any following three year period are projected to fall below the proportion sought in each phase by 20% or more, as set out in Policy CS3, it will be necessary to review the phasing of all housing allocations and if necessary;</del> <u>Where housing delivery is more than 20% below the annualised (237 dwellings) housing target over a rolling 5 year period and housing commitments for the next 3 years are subsequently projected to be below the required annualised rate, this will trigger a review of the plan and the Council will implement contingencies as set out in Chapter 9. either bring</u> <u>This includes the potential to bring allocations forward or undertake a wider review of the Strategy, including consideration of land presently designated as Green Belt. Such a review will need to take account of housing land supply and trends in the wider housing market.</u></p>	In response to Matter Statement 1	No	No

MA/89	Housing	39	Policy CS3	<p>To facilitate a sustainable rate of housebuilding within the Borough under the terms of Policies CS1 and CS2, major housing sites will be phased in five year periods from 2011. Based on the findings of Annual Monitoring Reports, allocated land in later phases will be brought forward, if necessary, to maintain the five year supply of land for housing.</p> <p>To prevent the overdevelopment of housing in the Borough ahead of required infrastructure and community facilities, unimplemented residential land allocations and new residential proposals of 50 units (net) or more will not be permitted where the number of projected completions, as detailed in Annual Monitoring Report housing trajectory, is forecast to exceed 20% of the proportion sought in each phase rolling five year period.</p> <p>Where housing delivery is projected to fall below the <del>proportion sought</del> <u>required rate over a rolling five year period</u> by at least 20% <del>over</del> and housing commitments over the following three years are projected to fall below the required annualised rate, a review of the phasing and location of housing allocations will be undertaken including consideration of land presently designated as Green Belt.</p>	In response to Matter Statement 1	No	No
MA/90 replace MA/29	Housing	43	Policy CS6	<p>The Council will provide for the further needs of Gypsies and Travellers on the basis of identified need within south and west Hertfordshire. <del>£</del>The Council will seek to identify and allocate <del>up to</del> <u>at least 9 additional pitches to meet 2011 based on the evidence before the East of England Plan requirements to 2014 examination</u> and a further <del>402</del> <u>402</u> pitches <del>by</del> <u>per annum to 2017</u> through the identification of land in the Site Allocations DPD...</p>	Resolution from the SoCG with ITMB and Herts GATE, in addition to that agreed with TRDC	No	No
MA/91	Housing	46	Policy CS7	<p>ii) on large sites allocated in the Site Allocations DPD <u>and large windfall sites</u>, the need for a proportion of sheltered or extra care housing is considered as part of the overall housing mix.</p>	In response to Matter Statement 3	No	No

MA/92 replace MA/60	Open land and environment	56	Para 5.8	<del>In addition, the Council proposes the creation of a one mile wide strategic gap designation within the Green Belt between Watford, Bushey and Stanmore. Much of Bushey remains physically separate from Watford and there is a clear break between Bushey and Stanmore. The importance of maintaining established settlement patterns and a gap between the towns, given development pressures in both Watford and Stanmore – including the Health Campus in Watford and proposals at RAF Bentley Priory, Stanmore – is considered to be particularly pressing. There are a large number of previously developed sites in the Green Belt in and around Bushey and the strategic gap will serve to control the scale of any development in these locations, should proposals emerge during the Plan period</del>	In response to Matter Statement 2	No	No
MA/93	Open land and environment	59	Policy CS12	All development proposals must conserve and enhance the natural environment of the Borough, including biodiversity, protected trees, landscape character, and sites of ecological and geological value, in order to maintain and improve environmental quality, and contribute to the objectives of the Hertsmere Green Infrastructure Plan. Proposals should provide opportunities for habitat creation and enhancement throughout the life of a development. In the case of the highest quality agricultural land (Grades 1, 2 and 3a) and Preferred Areas of mineral extraction, proposals will only be permitted where there is no likelihood of the land being sterilised. There will also be a presumption against inappropriate development, which causes harm to the openness and appearance of the Green Belt, as defined in PPG2 (Green Belts). <del>Strategic gaps in the Green Belt between Bushey and Watford and Bushey and Stanmore will be maintained within which any limited development, deemed acceptable in the Green Belt, should serve to retain the separation between the towns.</del>	In response to Matter Statement 2	No	No
MA/94 replace MA/40	Open land and environment	58	Para 5.13	Developers should consult the Hertfordshire Biodiversity Action Plan and the Biodiversity, Trees and Landscape Supplementary Planning Document when considering how their proposals should protect and enhance biodiversity. <u>Working with local partners including the County Council and adjoining authorities, a Hertsmere and Hertfordshire Green Infrastructure Plan has been produced, which forms part of the evidence base of the Core Strategy, identifies the need for delivering GI in the future, and provides guidance on implementation. The Plan aims to: increase</u>	Resolution from the Statement of Common Ground with HCC Environment	No	No

				<u>green access links to the countryside from main settlements; conserve and enhance historic parklands; promote WCCF; link with adjacent Authorities GI; and contribute to landscape character.</u>			
MA/95 replace MA/44	Open land and environment	59	Policy CS13	All development proposals must conserve and enhance the natural environment of the Borough, including biodiversity, protected trees, landscape character, and sites of ecological and geological value, in order to maintain and improve environmental quality, <u>and contributes to the objectives of the Hertsmere Green Infrastructure Plan and Hertfordshire Strategic Green Infrastructure Plan.</u> Proposals should provide opportunities for habitat creation and enhancement throughout the life of a development. In the case of the highest quality agricultural land (Grades 1, 2 and 3a) and Preferred Areas of mineral extraction, proposals will only be permitted where there is no likelihood of the land being sterilised.	Resolution from the Statement of Common Ground with HCC Environment	No	No
MA/96	Chapter 5	60	Para 5.25	So long as this is consistent with Green Belt objectives, this can ensure the Core Strategy helps to deliver the facilities and opportunities to engage in a healthy, active lifestyle as sought in the Council's Community Strategy. <u>The Council is keen to support tourism initiatives, such as proposals for the extension, upgrade and improvement of existing rural visitor attractions.</u>	Resolution from the Statement of Common Ground with RPS on behalf of Bowman's Leisure	No	No
MA/97 replace MA/49	Open land and environment	64	Para 5.44	As well as applying Building Regulations, the Council will require standards to be met as set out in the Development Management policies. <u>In the March 2011 Budget, the Chancellor stated that by 2016 new homes would not have to be fully zero carbon but built in accordance to Level 5 of the Code for Sustainable Homes. Meeting higher carbon reduction standards may require the use of allowable solutions where carbon reduction targets cannot be met onsite. Details of what constitutes allowable solutions are expected in a future government consultation and there may be an</u>	Resolution from the Statement of Common Ground with HCC Environment	No	No

				<u>opportunity to establish a Community Energy Fund as part of the allowable solutions framework. Following the consultation, the Council will explore the opportunities for establishing a community energy fund and will publish additional guidance, as required.</u>			
MA/98	Open land and environment	64	Para 5.46	In addition to supporting the broader infrastructure requirements of electricity and gas companies, the promotion of renewable energy technology, subject to adequate mitigation of any adverse impacts, is supported by the Council. <del>The Council requires that larger developments (above 1,000 sq m or 10 new homes) provide at least 10% of their predicted energy requirements on-site.</del> The Council considers that it is preferable for carbon omissions to be reduced through sustainable design and construction, before requirements for on-site renewable energy generation <u>or allowable solutions</u> are considered.	Resolution from the Statement of Common Ground with HCC Environment	No	No
MA/99	Open land and environment	66	Policy CS16	All new non-domestic will be expected as a minimum to achieve CO2 emissions reductions in-line with the Building Regulations Part L. This requirement will not come into effect until successive updates to Part L of the Building Regulations become mandatory: <ul style="list-style-type: none"> <li>· 2010 - 25% reduction in the Building Emission Rate compared to the Target Emission Rate defined by <u>Part L of the Building Regulations (2006)</u>.</li> <li>· 2013 - 44% reduction in the Building Emission Rate compared to the Target Emission Rate defined by <u>Part L of the Building Regulations (2006)</u> (reductions above 70% can be delivered using allowable solutions)..</li> </ul>	In response to Matter Statement 3	No	No
MA/100	Building sustainable communities	69	Para 6.11, 11 <sup>th</sup> line	The local authorities of Hertfordshire are now reviewing the recommendations of the HHS and undertaking joint working to review the viability, delivery and collection of a CIL. <u>The Council will use this to help develop a Hertsmere Charging Schedule by 2014.</u> In the shorter term, on larger schemes the Council will, however, retain the option of negotiating Section 106 agreements on a site-by-site basis for both residential and non-residential development.	Resolution from the Statement of Common Ground with HCC Environment	No	No
MA/101	Building sustainable communities	73	Para 6.22	In 2003 the Council published the Elstree Way Planning and Design Brief Supplementary Planning Guidance, which sets a number of <u>principles</u> for the development within the corridor.	Resolution from the Statement of	No	No

			<p>However, in recent years a number of developments have continued to emerge in a piecemeal way, which has resulted in a poorly related built form. The need to deliver an improved Elstree Way Corridor has resulted in key landowners commissioning follow-up studies on feasibility and transport by Colin Buchanan and Partners for a housing-led regeneration of the corridor. These explored options for property disposals and consolidation and the possible need to improve the highway network including the removal of the large roundabout at the junction of Elstree Way and Shenley Road. The need to address vehicular and pedestrian traffic difficulties in this location is identified as a priority in the Elstree and Borehamwood Urban Transport Plan. <u>Essential enabling infrastructure including the proposed removal of the roundabout will predominantly, although not exclusively be funded by developer contributions either as S106 or Community Infrastructure Levy funding (CIL).</u></p>	Common Ground with HCC Environment		
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MA/102	Building sustainable communities	73	Para 6.23	<p><u>Options for the coordinated delivery of development will be explored by the Council in association with key stakeholders. This is likely to involve a partnership approach with one or more development partners. Full details of how development and the enabling highway improvements along EWC will be delivered and implemented will be set out in an Elstree Way Corridor Area Action Plan (AAP).</u> The SHLAA has identified a potential for residential development to be developed on selected sites within the corridor and it is expected that any residential developments meets the appropriate design principles.</p> <p>6.24 The Council intends to prepare and adopt an Area Action Plan (AAP) DPD for the Elstree Way Corridor before the end of 2012. The AAP will help to deliver development in a coordinated way, ensure <u>the necessary enabling infrastructure is delivered in a timely manner</u>, and provide a degree of certainty for both landowners and developers through the setting out of clear planning guidance for individual sites and the area as a whole. In doing so, it would also send a clear signal that the Council is placing the Elstree Way Corridor at the centre of its development strategy over the next 15 years. The Council will consult widely with residents, landowners, developers and other interested parties as part of the preparation of an AAP.</p>	Resolution from the Statement of Common Ground with HCC Environment	No	No
MA/103 replace MA/60	Transport and parking	75	Para 7.5	<p>In considering the location of major new development proposals, the Council will also have regard to proposals in an approved or emerging Transportation Plan for an area or other related statutory documents, in particular the Hertfordshire Local Transport Plan (April 2011) and the Watling Chase Greenways Strategy. <del>A number of urban transportation plans</del> <u>Three Urban Transport Plans have been produced for different parts of the Borough, the Borehamwood and Elstree UTP, the Potters Bar UTP and the South West Hertfordshire Transport Plan which includes Bushey.</u> <del>are also currently under preparation.</del> The Council recognises that the Borehamwood and Elstree Transport Study, prepared by Colin Buchanan in conjunction with Hertfordshire <del>Highways</del> <u>County Council</u>, will be an important consideration in determining how further growth can be accommodated in Borehamwood, including along the Elstree Way Corridor.</p>	Resolution from the Statement of Common Ground with HCC Environment	No	No

MA/104	Transport and parking	75	Policy CS23	<p>The Council will work towards Hertfordshire County Council's vision of providing a safe, efficient and affordable transport system that allows access for all to everyday facilities.</p> <p>To obtain the best use of the existing highway network, major trip generating development should be focused principally on Transport Development Areas, <del>Transport Corridors</del> and town centres as indicated on the Key <del>Map</del><u>Diagram</u>. Major <del>non-residential</del> developments <del>over 2,500 sq m or schemes of 25 residential units</del> will only be permitted where:</p> <ul style="list-style-type: none"> <li>i. it does not conflict with the Transport Objectives of the Hertfordshire Local Transport Plan (<del>April 2011 as amended</del>) <u>and associated Accessibility Strategy</u>;</li> <li>ii. it is accompanied by a suitable Travel Plan (<del>for developments over 2,500 sq m or 80 residential units</del> <u>where required by the Hertfordshire Local Transport Plan (as amended)</u>), prepared in accordance with guidance set out in the Parking Supplementary Planning Document <u>and DfT guidance on preparing travel plans</u>;</li> <li>iii. it is in accordance with Hertfordshire County Council guidance and relevant Local Plan / <del>Development Plan Document</del> (<u>as amended</u>) policies relating to the operation of the Highways network and the achievement of vehicular, pedestrian and equestrian safety; and</li> <li><u>iv. it contributes, where required, to the provision or funding of new infrastructure or improved public transport services and non-motorised routes; and</u></li> <li><u>iv-v. the cumulative impact on the highways network can be adequately mitigated.</u></li> </ul>	In response to Matter Statement 6	No	No
MA/105	Transport and parking	75	Para 7.4	<p>The Council acknowledges that there is no single solution to the problem of congestion. However, there is likely to be limited scope for major, trip generating commercial development outside of (1) the identified 'Transport Development Areas' <del>and associated transport corridors</del> in Borehamwood and Potters Bar (2) town centres identified in the retail hierarchy or (3) the designated Employment Area on Shenley Road, Borehamwood - unless new or improved public transport, pedestrian and cycle routes can be created or funded and the local environment can accommodate such development. Major trip generating developments are</p>	In response to Matter Statement 6	No	No

				considered to be those creating over 2,500 sq m of new / additional office, retail or leisure floorspace, have a site area of one hectare or greater, or requiring more than 150 car parking spaces in <u>Policy CS23</u> .			
MA/106	Chapter 7	80	Policy CS25	New development will be assessed in terms of their accessibility by a range of transport modes and where appropriate, measure to promote alternative to the car will need to be provided as part of a proposed scheme, having regard to the requirement of the <u>Parking Standards Supplementary Planning Document, and the adopted Greenways Strategy</u> .	Clarification in Parking Standards title; and reference to Greenway Strategy in the policy	No	No
MA/107	Town centres and shopping	82	Policy CS26	Development within the designated town, district or neighbourhood centres of Borehamwood, Potters Bar, Bushey and Radlett will be permitted provided that it maintains their primary retail function and wider role as a focus for business, leisure, cultural and other appropriate town centre uses (as defined within <del>PPS4</del> <u>the NPPF</u> ). Retail activity elsewhere should be focused within local centres and parades, which will be expected to retain a core of local shopping facilities and accommodate any new retail development, commensurate to their position within the town, district and neighbourhood centre hierarchy. <del>Proposals to create in excess of 2,500 sq m of new retail floorspace that is outside of an existing town centre will be subject to the sequential test</del> <u>significant new floorspace outside of an existing town, district or neighbourhood centre will be subject to the sequential test.</u> Proposals to create in excess of 2,500 sq m of new retail floorspace will be subject to the [significant adverse] impact assessment to enable the impact on existing shopping centres to be considered.	In response to Matter Statement 4	No	No

MA/108	Implementation and monitoring framework	86	New text after Para 9.4	<p><b>Contingency Planning</b>  There are key issues within the Core Strategy that are of significant importance to its successful delivery which include;  Housing delivery and supply  Provision of affordable housing and its mix  Provision of infrastructure and services that support new development.  Location of development  Safeguarded Land</p> <p><b>Housing</b>  <b><i>Contingency 1: Where there is a need to increase the overall delivery of housing as well as delivery of affordable housing (Policy CS1 and CS4):</i></b>  Where housing delivery is more than 20% below the annualised (237 dwellings) housing target over a rolling 5 year period and housing commitments for the next 3 years are subsequently projected to be below the required annualised rate, this will trigger a review of the plan and the Council will implement one or more of the following measures in order to increase the delivery of housing, as detailed below:  1. Review the DPDs to bring forward additional sites for housing in locations consistent with the overarching spatial strategy, including a review of housing allocations, affordable housing provision and S106/CIL requirements.  2. In the event that there is still a shortfall in housing delivery, that cannot be addressed through a review of the phasing of sites, then the Council will evaluate employment land and as required Green Belt land with the aim of releasing land for housing development in appropriate locations.</p> <p><b>Affordable Housing</b>  <b><i>Contingency 2: Where overall housing targets are being met, but affordable housing delivery is not being met (Policy CS4):</i></b></p>	In response to Matter Statement 7	No	No
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			<p>The delivery of affordable housing is closely linked to overall housing delivery and therefore the above contingency measures are equally as relevant to the delivery of affordable housing as they are to overall housing delivery. Where affordable housing delivery is more than 20% below the annualised affordable housing target (66 dwellings) over a rolling 5 year period and housing commitments for the next 3 years are subsequently projected to be below the required annualised rate then In addition to the above contingency measures, the Council will also adopt the measures set out below in order to ensure that affordable housing is delivered as anticipated.</p> <ol style="list-style-type: none"> <li>1. Review affordable housing threshold, and development viability within Hertsmere. And review the Hertsmere Affordable Housing SPD.</li> <li>2. Review the use of the Council's funds in order to facilitate an increase in the delivery of affordable housing.</li> <li>3. Consider the potential to increase the delivery of affordable housing on Council owned sites.</li> <li>4. Evaluate the potential for achieving a higher proportion of affordable housing on an individual basis on allocated sites.</li> <li>5. Examine the opportunities available through any new Government initiatives to support the development of new affordable housing.</li> </ol> <p><b><i>Contingency 3: Where there is an insufficient affordable housing mix (Policy CS4):</i></b></p> <p>Within Hertsmere there is strong need for affordable housing for families (3 and 4 bed properties). The council will monitor the mix of completions where % of Affordable Housing for families (3 and 4 bed units) as a proportion of all Affordable Housing to be within 20% of the equivalent proportions for market housing over a rolling three year period, this will trigger a review of the Affordable Housing SPD, which will consider methods of increasing the supply of family sized affordable housing units. If over the following two years this fails to increase the supply a review of the RCS or allocated sites in the Site Allocations DPD will be considered.</p>			
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			<p><b>Development Location</b>  <b>Contingency 4: Where housing delivery is inconsistent with the location of development (Policy CS2):</b>  The Council will monitor housing completions in line with Policy CS2 and Table 8 of the RCS. Completion will be monitored annually, at the end of each 5 year phase of the Core Strategy (2016/17, 2021/2022, 2026/2027) the cumulative completion will be assessed against CS2, where the percentages for a settlement are 20% above CS2; this will trigger a review of the Policy to ensure that the target is appropriate. The Council will assess infrastructure capacity with infrastructure providers, and housing allocations to ensure sufficient capacity. Where insufficient capacity is identified mitigation will be assessed, if capacity problems cannot be overcome, then allocations and phasing will be reviewed.</p> <p><b>Contingency 5: Where additional employment land is required/release of safeguarded land is required (Policy CS8):</b>  In line with national planning policy, the status of safeguarded land, between the urban area and the Green Belt, is required to meet long term development needs beyond the plan period. It is not allocated for development at the present time. A planning application for development of safeguarded land will only be granted following a review of the Site Allocations DPD (or any other equivalent document) and, until such time, normal Green Belt policy will apply.</p> <p><b>Infrastructure</b>  <b>Contingency 6: Where infrastructure delivery is not forthcoming (SP1, CS18, CS20):</b>  The progress of infrastructure delivery will be monitored with the AMR against the Infrastructure Schedule, and future iterations within the Infrastructure Topic Paper. In the event that identified infrastructure requirements are not forthcoming and additional facilities necessary to support new development cannot be accommodated in the most sustainable locations on previously developed land within the urban area, (including the extension / intensification / dual use of existing buildings and sites), the Council will work in partnership with infrastructure providers and adjoining authorities</p>			
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				in order to ensure that any land requirements necessary to support their delivery are secured. On site provision will be secured through S106 and S38 and wider, off-site requirements through S106, S278 (for highways) and through CIL.			
MA/109	Implementation and monitoring framework	87-89	Table 17	(See Appendix B for all changes to Table 17)	In response to Matter Statement 7	No	No
MA/110	Appendix 5	100	Table	(See Appendix A for all changes to Appendix 5)	In response to Matter Statement 7	No	No