

**HERTSMERE BOROUGH COUNCIL**  
**CORE STRATEGY DPD**  
**STATEMENT OF COMMON GROUND BETWEEN**

**HERTSMERE BOROUGH COUNCIL (HBC)**  
**AND**  
**HERTFORDSHIRE COUNTY COUNCIL ENVIRONMENT (HCCE)**

**VERSION 3**  
**13<sup>TH</sup> MARCH 2012**

## INTRODUCTION

HBC has been in correspondence with HCCE (representor number: 4553) in respect of concerns raised in HCCE's representations with regard to several sections of the Core Strategy. These include delivering infrastructure in the Borough with particular reference to the Elstree Way Corridor, and highway matters and terminology used, together with consistency with county level and national policy and strategies.

Representations were also raised regarding Revised Core Strategy housing numbers in relation to the Regional Spatial Strategy (RSS) and national policy. HBC consider that the housing targets set out in the Core Strategy are sufficiently justified, effective, consistent with national policy, and in general conformity with regional policy. HBC considers that there is a clear evidence base which supports and underpins the Core Strategy including the evidence supporting both the RS and the draft RS to 2031. On this basis, HCCE have confirmed that it is not their intention to neither question HBC's justifications nor participate in the relevant examination sessions.

HBC considers that the approach to delivering infrastructure, the Elstree Way Corridor, highway matters and green infrastructure in the Core Strategy is justified, effective and consistent with national policy. However, in order to address HCCE's concerns HBC has resolved to make a number of minor changes to the Core Strategy. These relate to:

- Clarification on the intention of safeguarded employment land and the implications for the forthcoming Site Allocations DPD;
- Additional supporting text to clarify the position of the Hertfordshire and Hertsmere Green Infrastructure Plans;
- Additional wording in supporting text to clarify the change in national policy in relation to carbon reduction and the Community Energy Fund;
- Update on most recent modules added to Building Futures guidance;
- Update to introduction of Chapter 7 and references to relevant plans and strategies;
- Clarification on the approach to planning obligations with reference to the County Council's toolkit on calculating contributions;
- Additional wording to table on possible items that could be included in the forthcoming Community Infrastructure Levy;
- Additional wording to clarify the intention of applying parking standards;
- Correction in referencing the Hertfordshire Local Transport Plan;

- Additional wording to Policy CS23 to clarify the intention of the policy to manage development in relation to the impact on the highway network;
- Clarification in referencing to various highway terminology;
- Additional wording to update supporting text on electric vehicle charging points; and
- Additional wording to cross reference other policies within the Revised Core Strategy.

HBC and HCCE have agreed these changes (as set out in detail below) through this statement of common ground. HCCE has confirmed that they no longer have the objections in relation to the above points in HBC's Core Strategy DPD, on the provision that these changes are made.

HCCE representing the local Highway Authority have some concerns around the deliverability of necessary highway improvements along the EWC and this continues to be a matter of discussion between the two authorities. HBC and the local Highway Authority will continue to discuss this matter prior to the start of the examination and will keep the Inspector informed of these discussions. HBC will continue to work with HCCE on the implementation of the jointly commissioned Elstree and Borehamwood Transport Study and the production of the updated the Borehamwood and Elstree Urban Transport Plan.

For clarity, minor changes are to be made to the Infrastructure Topic Paper in line with various recommendations made by HCCE when agreeing to this Statement. The Topic Paper is a live, working document, and it is recognised that there is a need to update it on a regular basis.

## RESOLUTIONS

### **Minor changes to Core Strategy:**

*N.B.: Deletions are struck through; insertions are underlined.*

- **Paragraph 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 and its associated daughter documents ~~(and its associated documents: an Accessibility Strategy, Bus Strategy, Rail Strategy and Rights of Way Improvement Plan).~~
- **Paragraph 2.3** – Hertsmere is well connected to London and the rest of the country. The M25 and M1 motorways and the A1 all run through the Borough, which is also serviced by main line rail services stopping at Potters Bar, Radlett and Borehamwood. However, some problems are caused by road links being better than access to public transport (also known as passenger transport)...
- **Paragraph 4.21** – The land would be released to meet any longer term employment needs and to offset any land lost in existing Employment Areas in the shorter term, providing for B class development. 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. Planning permission 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. The Council's preference is for major, new B1(a) office development to be located in or adjacent to town centres...
- **Paragraph 4.25** – Whilst the Council considers that the focus within designated Employment Areas and safeguarded land (if required) should remain on B-class development, a limited range of other uses will also be considered.
- **Policy CS8** – Any development should form of a comprehensive, integrated package of measures to improve their respective adjoining Employment Areas and associated access, with consideration of Policies CS21, CS23 and CS25.
- **Paragraph 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. 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 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.

- **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 contributes to the objectives of the Hertsmere Green Infrastructure Plan and Hertfordshire Strategic 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.
- **Paragraph 5.44** – As well as applying Building Regulations, the Council will require standards to be met as set out in the Development Management policies. 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 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.
- **Paragraph 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. ~~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.~~ 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 or allowable solutions are considered.
- **Paragraph 5.27** – Hertsmere Borough Council has worked closely with Hertfordshire County Council on the preparation of the Hertfordshire Sustainable Development Guide, Building Futures. Building Futures provides clear and detailed guidance for a range of development types, together with best practice examples, on various measures of sustainability including:
  - Water
  - Energy
  - Waste
  - Efficient use of land, buildings and materials
  - Air quality

- Noise
  - Design
  - Climate Change Adaptation
  - Landscape and Biodiversity
  - Safety
- **Paragraph 6.11** – In order to achieve this, the Council has adopted a Planning Obligations SPD with a local standard charge for facilities and infrastructure delivered by the Council, focused on smaller housebuilding schemes, typically of 1 to 15 units, to be secured through a planning obligation under Section 106 of the Town and Country Planning Act. Hertfordshire County Council's approach, methodology and calculations contributions in respect of the planning obligations sought towards these services is set out in Planning Obligations Guidance – Toolkit for Hertfordshire (2008). The standard charge and its underlying methodology also form a starting point for agreeing local contributions on larger schemes. The Hertfordshire Infrastructure and Investment Study (HIIS) was completed in 2009, and provides the basis for a potential Countywide CIL. The HIIS estimate a CIL charge of approximately £23,000 per dwelling. This comprises £18,000 towards the need for strategic infrastructure and a further £5,000 provision for various needs that should be defined locally by individual district councils, such as open space, sports and community facilities. The local authorities of Hertfordshire are now reviewing the recommendations of the HIIS and undertaking joint working to review the viability, delivery and collection of a CIL. The Council will use this to help develop a Hertsmere Charging Schedule by 2014. 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.
- **Table 11 – Highways and Transportation:**
    - Public Transport Improvements
    - On- and off-site highway improvements
    - Community Transport (including both Dial-a-Ride and voluntary car scheme)
    - Greenways (generally shared routes for cycling, equestrian and pedestrian use)
    - Parking improvements in the vicinity of the site
    - Intelligent Transport Systems
    - Travelwise

- **Chapter 7 –**

~~"To improve road safety and obtain the best use of the existing highways network through effective design, maintenance and management."~~

~~Key environmental aim, Hertsmere Community Strategy, P.16~~

~~"To reduce the rate of traffic growth through integrated land use planning."~~  
~~Hertsmere Community Strategy, Environment Action Plan~~

"To raise levels of access by seeking development in locations not dependent on access by car and by requiring the provision of physically accessible transport interchanges and other buildings"  
 LDF Core Strategy Objective 8"

"To provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment."Hertfordshire Vision in Hertfordshire's Local Transport Plan 2011 – 2031

- **Paragraph 7.1 –** There are several areas that have been recognised across the Borough that continue to cause concerns about congestion, including: the Hartspring roundabout on the A41; Elstree High Street crossroads; the Stirling Corner roundabout; and the South Mimms services (Bignell's Corner) junction.
- **Paragraph 7.2 –** Working with Hertfordshire County Council, the local Highways Authority, Hertsmere Borough Council has a major role to play in ensuring development is consistent with the key Transport Objectives of the Hertfordshire Local Transport Plan. These include delivering the best use of the existing highway network, addressing air quality and safety impacts, and managing the growth of transport and travel volumes. The LDF has an important role to play in shaping transport patterns, both in terms of the location of new development and the attractiveness of alternative modes of travel. The application of car parking standards and parking management can also influence car usage and behaviour.
- **Paragraph 7.5 –** 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. A number of urban transportation plans-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,are also currently under preparation. The Council recognises that the Borehamwood and Elstree Transport Study, prepared by Colin Buchanan in conjunction with Hertfordshire Highways County Council, will be an important consideration in determining how further growth can be accommodated in Borehamwood, including along the Elstree Way Corridor.

- **Paragraph 7.7** – Travel Plans will be required for major trip generating commercial, education, healthcare, residential and other developments through the use of Section 106 legal agreements or planning conditions. Additional details on requirements for Travel Plans are set out in the new Parking Supplementary Planning Document, which has been prepared with regard to separate guidance published by Hertfordshire County Council on both Travel Plans and the wider transport aspects of new development (Roads in Hertfordshire, 20011).
- **Policy CS23** – 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. To obtain the best use of the existing highway network, major trip generating development should be focused principally on Transport Development Areas, Transport Corridors and town centres, as indicated on the Key Map. Major non-residential developments over 2,500 sq m or schemes of 25 residential units will only be permitted where:
  - i) it does not conflict with the Transport Objectives of the Hertfordshire Local Transport Plan (April 2011) ~~and associated Accessibility Strategy~~;
  - ii) it is accompanied by a suitable Travel Plan (for developments over 2,500 sq m or 80 residential units), prepared in accordance with guidance set out in the Parking Supplementary Planning Document;
  - iii) it is in accordance with Hertfordshire County Council guidance and relevant Local Plan /Development Plan Document policies relating to the operation of the Highways network and the achievement of vehicular, pedestrian and equestrian safety; and
  - iv) it contributes, where required, to the provision or funding of new infrastructure or improved public transport services and non-motorised routes; and
  - v) the cumulative impact on the highway network can be adequately mitigated.
- **Paragraph 7.14** – Parking levels can also be influenced by the availability of measures, which encourage reduced dependency on the car such as the availability of car clubs or high quality cycle lanes and pedestrian links. It is only likely to be appropriate and practical to seek a lower average number of spaces per unit where the location of the site can support such parking levels, particularly through the provision of communal parking. The installation of electric vehicle charging points can help those who are car-dependant to reduce their emissions and in turn their contribution to climate change, these will be supported in all new developments.
- **Paragraph 7.24** – Particularly notable implementations have included the second only 'pegasus' crossing in Hertfordshire (~~an equestrian road crossing a traffic-light controlled road crossing for horse-riders~~)...
- **Policy CS25** – Promoting alternatives to the car  
The Council will support a wide range of measures to provide safer and more reliable alternatives to the car for accessing new development and existing development and other destinations across the Borough including:



- i) improved public transport facilities;
- ii) additional public transport routes and stops;
- iii) enhanced and new non-motorised links (including Greenways) within and between urban and rural areas, along or additional to the existing rights of way and highways network, which increase walking, cycling or riding opportunities;

• **Table 17 – Monitoring Framework**

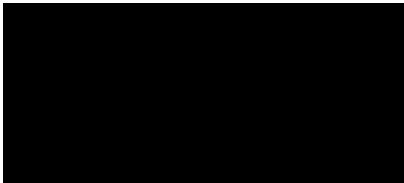
Transport & Accessibility	To promote transport choice and achieve modal shift away from private transport	Number of new or enhanced Greenway or cycle routes % of approved major commercial developments with a Green Travel Plan and cycling measures <u>% of all journeys by walking under 1 mile in length</u> <u>% of all journeys by cycling under 3 miles in length</u> <u>NI177 Passenger Transport patronage</u>	CS23, CS24, CS25	Hertsmere BC Hertfordshire Highways/HCC (Passenger Transport Unit and Highway Authority) Transport operators Countryside Management Service Hertsmere BC Hertfordshire Highways/HCC
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• **Glossary and Acronyms –**

PPS	Planning Policy Statement	Planning Policy Statements are the new way in which national planning policy is presented. There is an on-going process to replace all Planning Policy Guidance notes with Planning Policy Statements.
=	<u>Public Transport</u>	<u>Also known as passenger transport and includes bus, coach and rail services, private coaches, school buses, taxis, and Dial- a-ride.</u>
-	Social rented housing	Rented housing owned and managed by local authorities and Registered Providers (formerly known as registered social landlords), for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

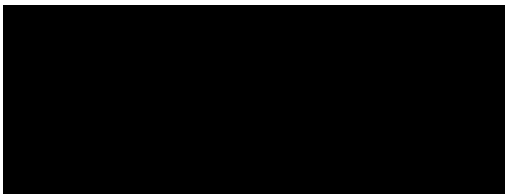
**AGREEMENT**

Signed by:



On behalf of Hertsmere Borough Council

Dated 13.03.12 -



On behalf of Hertfordshire County Council  
Environment

Dated 13.03.12 -

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