



HERTSMERE

LOCAL PLAN

Green, sustainable growth: Towards 2040

Additional public consultation

April 2024

Have your say on the changes we are proposing for the Hertsmere Local Plan

**An additional public consultation under Regulation 18 of the Town and Country Planning
(Local Planning) (England) (Amendment) Regulations 2012**

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1. Foreword from the Portfolio Holder for Planning

With a new administration we are now well on the way to producing your new Local Plan for Hertsmere that will help shape the borough until 2040 and beyond.

After nearly 18,000 representations, it was clear that residents rejected the last draft in 2022. Our new approach for the Local Plan reflects our ambitions for green, sustainable growth to ensure Hertsmere continues to thrive economically. It details how and where new homes, jobs and essential investment can be delivered, along with required infrastructure like schools, health facilities and sustainable transport.

A new public consultation is being held on the housing and employment sites for inclusion in our Local Plan, and we will be coming to Borehamwood, Bushey, Potters Bar, Radlett, Shenley, Elstree Village and South Mimms during April to answer your questions and get your feedback.

We are committed to protecting more of the borough's Green Belt, by allocating far fewer sites than were included in the previous Draft Local Plan, following your feedback in 2021. We are also setting a lower housing target and will require that developers provide genuinely affordable housing. We also need to ensure there are sufficient sites for jobs and investment, recognising the importance of film, TV and other key sectors, making sure we have policies to secure employment for our local people.

We are also absolutely committed to achieving net-zero carbon emissions by 2050 so, crucially, our final Local Plan will also outline how we will respond to the challenges of climate change and explain our approach to protecting and providing parks and green spaces.

A public consultation will launch on Wednesday 3 April 2024, and remain open for eight weeks, until Wednesday 29 May 2024.

It is important you have your say, as this is the next step in determining the amount and location of new and well-connected development, designed to enhance our local environment.

For more information and to take part once the consultation is open, please go to our new engagement platform via www.hertsmere.gov.uk/newlocalplan. You can also have your say by post by writing to Planning Policy, Hertsmere Borough Council, Civic Offices, Elstree Way, Borehamwood, WD6 1WA, and at our in-person events around the borough.

Following the consultation period, we will review all your responses before submitting our proposed final Local Plan to a public examination where it will be assessed by an independent planning inspector. You will then also have the opportunity to comment on that plan ahead of the examination.



Cllr Nik Oakley
Portfolio Holder for Planning, Infrastructure and Transport
Hertsmere Borough Council

2. About this consultation

We would like to hear from all our stakeholders including residents, businesses, community groups, landowners, housebuilders and statutory bodies. At this stage of the preparation of our new Local Plan, we want to ensure that we understand the views, aspirations and concerns of all groups, building on the extensive public consultation we have already undertaken.

Since 2016, we have undertaken four different stages of public consultation and following the unprecedented response to our draft Local Plan in 2021, we have worked hard to address the concerns expressed by many people in 2021. This additional consultation is therefore focussed on an updated vision and set of strategic objectives for the Local Plan, as well as housing and employment sites, rather than a whole Local Plan.

An outline of the extensive public consultation already undertaken is shown below.

Stage	Response
Local Plan launch (Winter 2016 - Spring 2017)	<ul style="list-style-type: none">• 500 people attended presentations in Borehamwood, Radlett and Shenley• 300 responses received
Issues and Options consultation (October - November 2017)	<ul style="list-style-type: none">• 500 people attended staffed drop-in sessions in Borehamwood, Potters Bar, Bushey, Radlett and Shenley• 180 people attended workshops• 350 responses
Potential sites for housing and employment (Autumn/winter 2018)	<ul style="list-style-type: none">• Staffed exhibitions in Borehamwood, Potters Bar, Bushey, Radlett and Shenley• 2,100 responses
Draft Local Plan consultation (Autumn/Winter 2021)	<ul style="list-style-type: none">• 18,000 responses• Online survey generated almost 1,500 responses• Online events with local groups <p>(Due to Covid in-person events were not held)</p>

All responses received to this additional public consultation will be carefully considered before we submit an updated draft Local Plan to the Secretary of State. You will have a further opportunity to comment at that stage (scheduled for late 2024 or early 2025) and those responses will be forwarded to an independent planning Inspector appointed to consider our Local Plan. However, this consultation is primarily concerned with changes to housing and employment sites, as well as an updated vision and strategic objectives, rather than a whole Local Plan.

This additional consultation document and several supporting documents can be viewed and downloaded from the Council's website at: www.hertsmere.gov.uk/newlocalplan

How to respond

You can respond in one of three ways:

1. For the general public, via our new consultation and engagement hub (Zencity) which can be found at: www.hertsmere.gov.uk/newlocalplan

2. For consultees needing to upload additional technical submissions please use our Objective consultation page which can be found at: www.hertsmere.gov.uk/newlocalplan

3. By post to: Planning Policy, Hertsmere Borough Council, Civic Offices, Elstree Way, Borehamwood, Herts, WD6 1WA

The consultation period starts on Wednesday 3rd April 2024 and runs for a period of eight weeks, ending at noon on Wednesday 29th May 2024.

Decisions on sites to be allocated in our Local Plan will not be based purely on how many responses of support or objection are received. A range of technical considerations and the extent to which our proposals comply with national planning policy will continue to guide the preparation of our Local Plan.

Please note that we are unable to accept anonymous comments and you will need to provide your full name and address. Your name, any organisation and response may be made publicly available when we publish responses and cannot be treated as confidential (published comments will exclude your personal contact details). We process your personal data as part of our public task to provide planning and development guidance and will retain this in line with our privacy policy. For more information on what we do and on your rights, please read our planning [privacy notice](#) and the council's [access to information](#) webpage.

Please also note that we cannot consider matters that are outside the boundaries of the planning process including loss of property value, loss of view from property, private access rights, moral issues and restrictive covenants. Inappropriate or offensive comments will not be accepted.

<p>Note: This document will be published as a PDF but will also be available in a different format and layout on the Council's consultation and engagement hub</p>
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3. Local Plan Vision and Strategic Objectives

Our vision for Hertsmere sets out how our borough will sustainably develop and grow until 2040 whilst protecting and enhancing our valued qualities.

To deliver a quality and sustainable environment, which is healthy, connected, resilient and economically viable and meets the needs of all our borough's communities to 2040 and beyond.

Our Vision and Objectives are linked to eight key themes.

Future Hertsmere

Through the Local Plan and related Council strategies we will positively plan for Hertsmere's future until 2040 - delivering a healthy, sustainable, connected, high quality and economically viable environment which meets the needs of all our borough's communities.

We will embrace and maximise our locational strengths, drawing on the benefits of our close proximity to London, whilst recognising our strong local identity and links to other parts of Hertfordshire. Our precious relationship with the surrounding countryside will be safeguarded and improved to offset the impact of any development.

Our growth will be supported by appropriate high-quality infrastructure to meet the needs of those who call Hertsmere home and those residents and businesses who seek to relocate here.

Housing Hertsmere

We will work hard to make Hertsmere an attractive and more affordable place for all to live. With more affordable and social housing we will provide the right number of homes of appropriate size, price and tenure. New homes will be sustainably located and integrated into existing towns and villages and a in new settlement created at Bowmans Cross.

Working Hertsmere

With a strong, competitive and growing local economy, suitable sites will be available to meet the needs of new and existing businesses. Business will be served by the infrastructure it needs to operate efficiently, grow and compete, and will have access to a skilled, healthy and productive workforce. Enhanced travel provision will give residents a greater choice of local employment opportunities. Town centres will be adaptable, vibrant, accessible and attractive destinations, providing a range of employment, retail, leisure and community facilities.

Green Hertsmere

Our borough will be a more environmentally sustainable place. Combating climate change will be embedded in how we live, work, relax and travel. New development will be sustainably located and net zero carbon. Greater bus and bike provision with walkable destinations will reduce the need for cars. Efficient use will be made of land, with flood risk and all forms of pollution avoided, reduced and/or mitigated. Hertsmere's valued natural environment will be protected and enhanced.

Connected Hertsmere

There will be a reduced need to travel, with homes, jobs and other day to day facilities easily reached by foot, cycle and public transport. People will have a real choice of sustainable travel options. There will be improved connectivity for non-private car journeys between neighbouring towns including greater use of developer-funded passenger transport and a reduced reliance on petrol and diesel vehicles. Carless town centre connectivity will be enhanced by our regular low-cost hybrid Hertsmere Hoppers.

Healthy Hertsmere

Health and wellbeing will be embedded into every aspect of development, creating healthy, inclusive, connected places, spaces and buildings. Our communities will have opportunities to adopt healthy lifestyles and have access to a wide range of healthcare facilities enabling them to live well for longer.

Creative Hertsmere

Hertsmere's reputation as a nationally and internationally recognised centre for the creative industries, centred on an expanding film and television industry in Borehamwood and Elstree will continue to grow. The area will be an attractive location for film and television production and a broad range of associated digital, creative and media-related businesses, offering employment for all skill levels, will be encouraged to thrive.

Distinctive Hertsmere

Hertsmere's distinctive character as an area of both urban and rural communities, strategically located in close proximity to London but within a countryside setting, will remain. Towns and villages will be places which have retained and enhanced their valued individual identities. New development will respect this distinctiveness and will enhance the quality, usability and legibility of the built environment, contributing to the creation of a real sense of place.

The character and setting of heritage assets will be protected and enhanced and retained for future generations. The strategic Green Belt will be protected, the close relationship of urban and rural communities with surrounding countryside safeguarded and improvements made to the countryside and biodiversity to offset the impact of development.

The Vision is supported by Strategic Objectives identifying how the main issues faced by the borough and its communities will be addressed.

Strategic Objectives

1. Ensure that development meets identified needs sustainably, in locations which are or can be made to be the most accessible by sustainable modes of transport.
2. Ensure that development is well designed and inclusive, respecting local character, enhancing the local environment and encouraging the building of safe, strong and cohesive communities.
3. Enable the delivery of a minimum of 9,400 new homes of appropriate size, type and tenure to meet the needs of Hertsmere's diverse community, including the elderly, people with additional needs, and gypsies and travellers.
4. Secure the maximum viable provision of affordable and social homes, including those for rent, for those who are unable to access housing on the open market.
5. Ensure that all new homes are built in places where there is or will be safe and convenient access to schools, health facilities, shops, and other necessary services and facilities.
6. Deliver the first phase of a sustainable new settlement at Bowmans Cross.
7. Ensure the availability of sufficient and suitable land, premises, supporting infrastructure and appropriately skilled workforce to meet the needs of existing and new businesses of all sizes.
8. Provide more and increased choice of employment, training and education opportunities for a growing resident population, with enhanced links between local employers, colleges and schools.
9. Ensure that an expanding film and television industry delivers social, environmental and economic benefits for local communities.

10. Ensure that people can live and work within easy reach of accessible attractive open space.
11. Ensure that town centres are adaptable, thriving, attractive and accessible places that respond to social, economic and legislative change and continue to be a focus for providing for the needs of all Hertsmere's communities.
12. Reduce greenhouse gas emissions and promote the building of greener, more energy efficient, net-zero greenhouse gas emission homes, offices and commercial buildings to help minimise the impact of climate change.
13. Protect and enhance biodiversity and encourage the provision of an expanded green and blue infrastructure network.
14. Facilitate improvements in the physical and mental health of our communities and contribute to the reduction of health inequalities across the borough.
15. Encourage increasingly sustainable patterns of local travel behaviour, secure the provision of better opportunities to travel by foot, cycle and public transport and reduce the need to travel by unsustainable modes of transport.
16. Ensure the provision of infrastructure for increasing use of electric and other less-polluting forms of private transport.
17. Support the improvement and expansion of electronic infrastructure including high speed broadband.
18. Protect the Green Belt against inappropriate or unplanned development.
19. Retain the distinct and separate identities of towns and villages and ensure that new development reflects the size, pattern and character of the settlement in which they are located.
20. Conserve and enhance historic and culturally important heritage, including locally and nationally listed buildings and structures.

4. The proposed spatial strategy

The National Planning Policy Framework (NPPF) requires Local Plans to set a strategy for the future growth of the local area and provide for the conservation and enhancement of the natural, built and historic environment. Finding the right balance between meeting our housing and economic development needs whilst protecting the local countryside remains a key challenge for local authorities.

We have listened carefully to the views of the local community as well as local and national organisations. This has enabled us to review the proposed spatial strategy for the area. Detailed technical assessments have confirmed that the amount of available brownfield land is very limited and will deliver little more than one quarter of the 726 homes which government projections have identified are needed, as a minimum, each year in Hertsmere. Despite the pressing need for new homes, due to the amount of high-quality Green Belt in the borough, we are proposing to reduce levels of growth from those first suggested in 2021; this means the number of homes and amount of land to be allocated for development in the Green Belt in the new draft Local Plan are proposed to be substantially reduced.

We previously commissioned a detailed, independent study of the Green Belt which assessed the extent to which local countryside met government-defined purposes of the Green Belt. These purposes include stopping the merging of settlements and preventing urban sprawl. By no longer allocating sites which meet these purposes most strongly, in particular, we would need over 300 fewer hectares of countryside than proposed in our 2021 draft Local Plan – the equivalent of over 420 football pitches.

That would mean meeting just over 75% of the level of housing need which the government has identified as a starting point for preparing Local Plan. This equates to just under 590 homes per year or 9,400 homes in the 16-year period from the submission of the Local Plan in 2025 through to 2041 (15-year period from the anticipate date of adoption).

The geographical distribution of new homes to meet this target would follow the Local Plan objectives and a spatial growth strategy which delivers balanced, sustainable growth across all existing towns and villages and at a new settlement, Bowmans Cross. This will enable supporting facilities to be delivered in a number of different locations rather than placing a disproportionate infrastructure burden on any single settlement. The Local Plan will also include detailed policies against which future planning applications would be assessed, including affordable housing and zero carbon requirements. We consulted on these detailed policies in 2021 and will be taking account of the feedback received, before making any required amendments to them in our revised Local Plan.

New homes will need to be located on sites which are, or will through the policies of this plan be made to be, genuinely sustainable including through the availability or provision of necessary infrastructure. Sites for new homes will also be required to

- respect the character of the area in which they are located
- integrate well with the scale and pattern of local development
- avoid having a negative impact on existing communities and environments
- deliver or contribute towards the delivery of required new infrastructure
- provide the framework for the creation of healthy, safe and inclusive communities throughout the borough.

We also need to encourage economic development and ensure we retain a competitive local economy. Although we are no longer including proposals for a large media quarter to the east of Borehamwood, sufficient long-term provision needs to be made for employment development in the borough. A new study to assess employment land requirements across south west Hertfordshire is currently being prepared and will be published later this year. Despite changing working patterns since Covid and a projected reduction in future office space requirements, there is expected to be an increased requirement, in particular, for land to accommodate warehousing and distribution development; over and above the 81,900m² which was previously projected to be required by the mid-2030s. There is a lack of brownfield land to accommodate this type of growth and so some Green Belt land will still be required to accommodate future economic development.

Our proposed strategy continues to be based on locating new development on sites which are sustainable or can be made to be sustainable through the provision of the right infrastructure in the right place. New homes will be required to respect the character of the area in which they are located with significantly increased densities only being considered where this would not be wholly out of keeping with an area. We will continue to look for a 'balanced' approach to growth by avoiding disproportionate levels of growth and infrastructure requirements on any single part of the borough; this means that all locations, where suitable sites exist, will see some development to meet the needs of those areas.

The development of Bowmans Cross, a proposed new 5,000 home settlement north east of Shenley and the M25, remains an important part of our strategy and its delivery would extend beyond the period of the Local Plan. We recognise that the successful delivery of Bowmans Cross is fully dependent on an innovative masterplan coming forward which can deliver the highest sustainability standards including a robust, long term sustainable transport strategy. The proposals for Bowmans Cross have evolved considerably from those included in our 2021 draft Local Plan with the total number of new homes reduced by 16% and no housing development proposed north of Coursers Road.

By reducing the overall amount of Green Belt required, the projected number of new homes would be reduced from the 2021 proposals in most locations. The reduction in the overall level of housing proposed in the plan, whilst enabling more of the Green Belt to be protected, will impact on the amount of specialist housing delivered over the life of the plan. This includes older persons' and other supported housing, as well as provision for Gypsies and Travellers; our approach to delivering specialist housing will be set out in more detail in the full Local Plan to be issued following this consultation.

	New homes (revised strategy)	New homes (previous strategy)
Borehamwood and Elstree	1,655	2155
Elstree Village ¹	260	190
Potters Bar	1,070	2340
Bushey	375	1750
Radlett	250	760
Shenley	180	290
South Mimms	85	225
Aldenham Parish villages	90	90
Bowmans Cross	2,400	2,400 ²
Windfall	1,542 ³	960
Existing planning permissions	1,489	1,000
Total	9,396	12,160

¹ The 260 new homes allocated in the revised strategy includes 140 specialist/elderly persons units at HEL212. The 190 new homes allocated in the previous strategy included 90 specialist/elderly persons units at HEL212. 50 of the 70 unit increase in the Elstree village proposed allocations relates to additional specialist/elderly persons' units at HEL212.

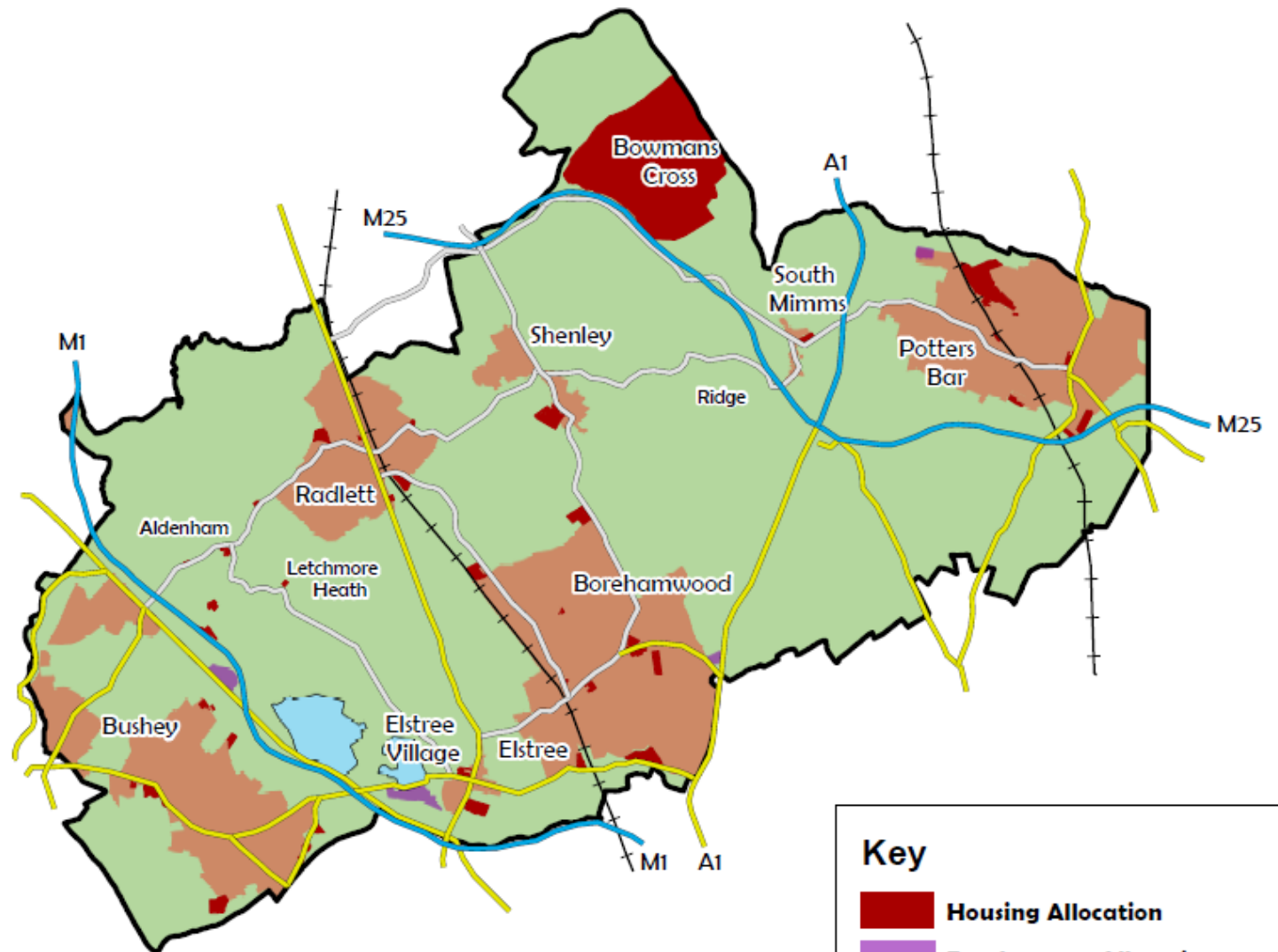
² Within the period of a plan. A further 2,600 homes would be delivered by the late 2050s.

³ Includes 70 long term empty homes

Approaches to housing density

It is important to make efficient use of land which is allocated for development and there may be scope in some locations to significantly increase densities, potentially beyond those envisaged for the sites included in this document. This would enable more homes to be delivered overall or require the use of less Green Belt land – or a combination of both. We would like your views on any alternative approaches for increasing housing densities in and around town centres, suburban locations and on other sites.

Proposed housing and employment sites



5. Housing Allocations

5.1 Borehamwood and Elstree

Borehamwood and Elstree (the part of the built-up area west of the railway as distinct from Elstree village) is the largest town in Hertsmere with a combined population of almost 40,000 people. Borehamwood has good rail and bus links; the A1 runs north/ south adjacent to the eastern edge of the town. It is a location for many of the retail and service facilities serving both the town itself and the surrounding area. There is good quality, well-used open space across the town.

The town has an international reputation for film and television production with significant recent investment in the industry, including at Sky Studios Elstree and at Elstree Studios. Borehamwood is also a source of employment in other sectors including Research and Development, retail and communications, and IT.

Over recent years Borehamwood has seen a significant number of new homes, with the Elstree Way Corridor being a focus of residential led regeneration guided by the Elstree Way Corridor Area Action Plan (EWCAAP), adopted in 2015. A total of 895 homes have been delivered so far; there is an estimated potential for at least a further 685 homes on other sites. Other key elements of the EWCAAP include improvements to open space and public realm, pedestrian, cycle and bus connections with the town centre, highway improvements and the enhancement of facilities for the delivery of civic and public services.

Frequent weekday AM peak period bus services provide Borehamwood and Elstree with connections to areas within North London, including New Barnet and Edgware, in addition to more local services to Radlett, Shenley, Bushey and Potters Bar. However, these local services are less frequent, with no more than two busses an hour within the same period.

Elstree and Borehamwood railway station services the Midland Mainline to provide north-south rail links into central London via St. Pancras, and St Albans, Luton and Bedford. A small network of cycleways exists within Borehamwood, primarily to the north of the main shopping area. An on-carriageway, non-segregated facility provides a cycle link between Elstree and Borehamwood rail station and Radlett, however the network is sparse south of the A5135. A bike hire scheme was successfully introduced in 2022.

Both Elstree Village and Borehamwood provide residents with access to GPs and primary and secondary education facilities. Elstree Aerodrome is also located to the north-west of the settlement area and Elstree Studios is a key employment destination.

Key issues and challenges

- East/west road links with other parts of the borough are not so well developed.
- The growth in and around the town has impacted on levels of traffic (compounded by high volumes of through traffic) and an increased demand on local services including education and health provision.
- In terms of the community's health and well-being, the Cowley Hill ward remains one of the most deprived in the county, as assessed against the measures used in the Indices of Multiple Deprivation.
- Delivery of new medical facilities/GP surgery
- There are relative gaps in accessibility for the local community to open space in several locations.
- The long-term effects of the Covid pandemic and collapse of national chains will need to be addressed through both the Local Plan and the council's Economic Development Strategy.

Borehamwood and Elstree statistics:

- **Population:** 39,765
- **Built-up area:** 3 miles² / 7.8km²
- **Population density:** 13,232 people per mile² / 5,109 people per km²
- **Population change between 2011 Census and 2021 Census:** +1.1%
- **New homes built in current Local Plan period:** 1,739

- **Proposed new homes:** 1,655
- **Proposed Green Belt area:** 19.67 hectares
- **Change to number of new homes proposed in 2021:** -23%
- **Change to area of Green Belt proposed in 2021:** -83% (including removal of Media Quarter proposal)

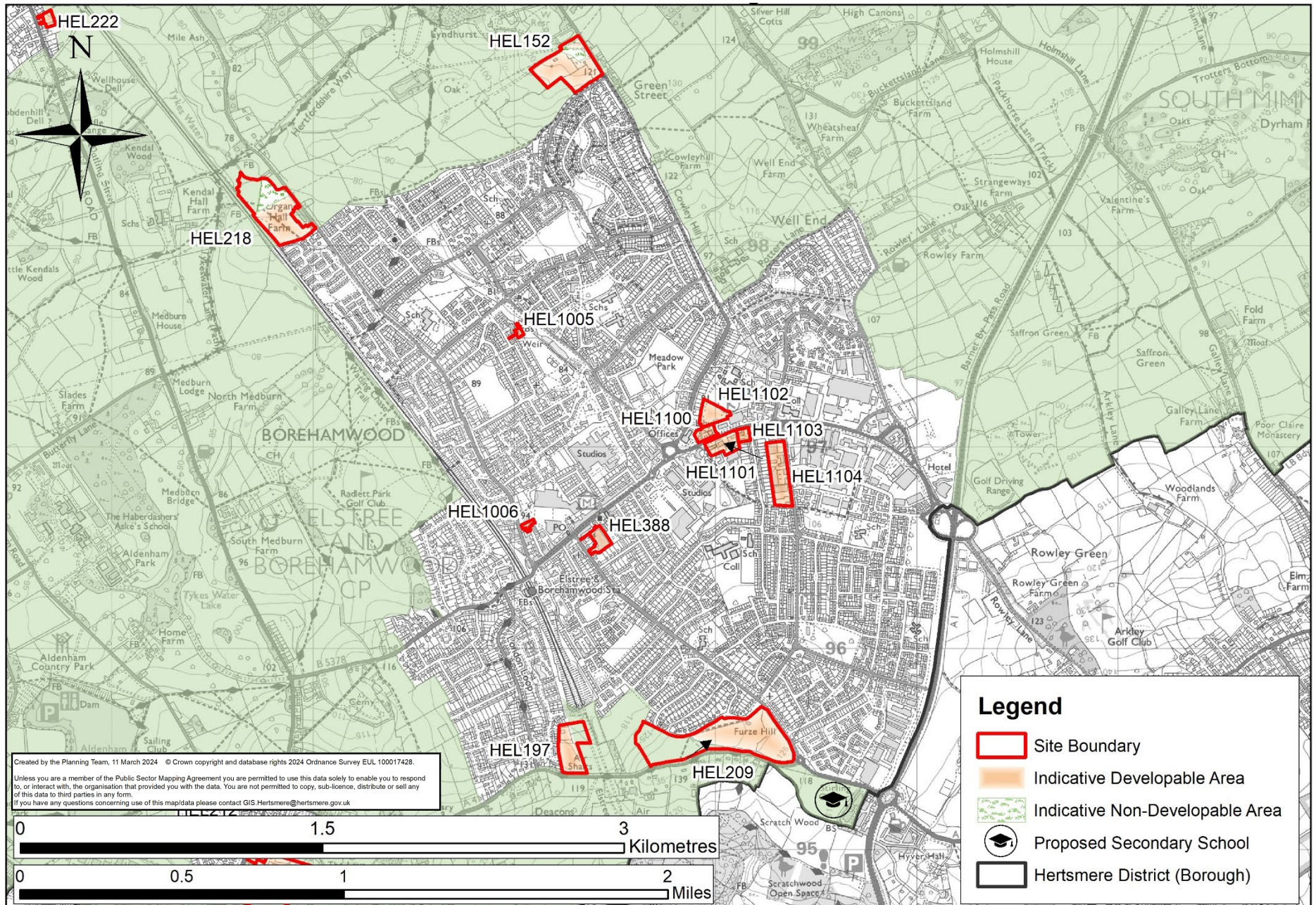
Required infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

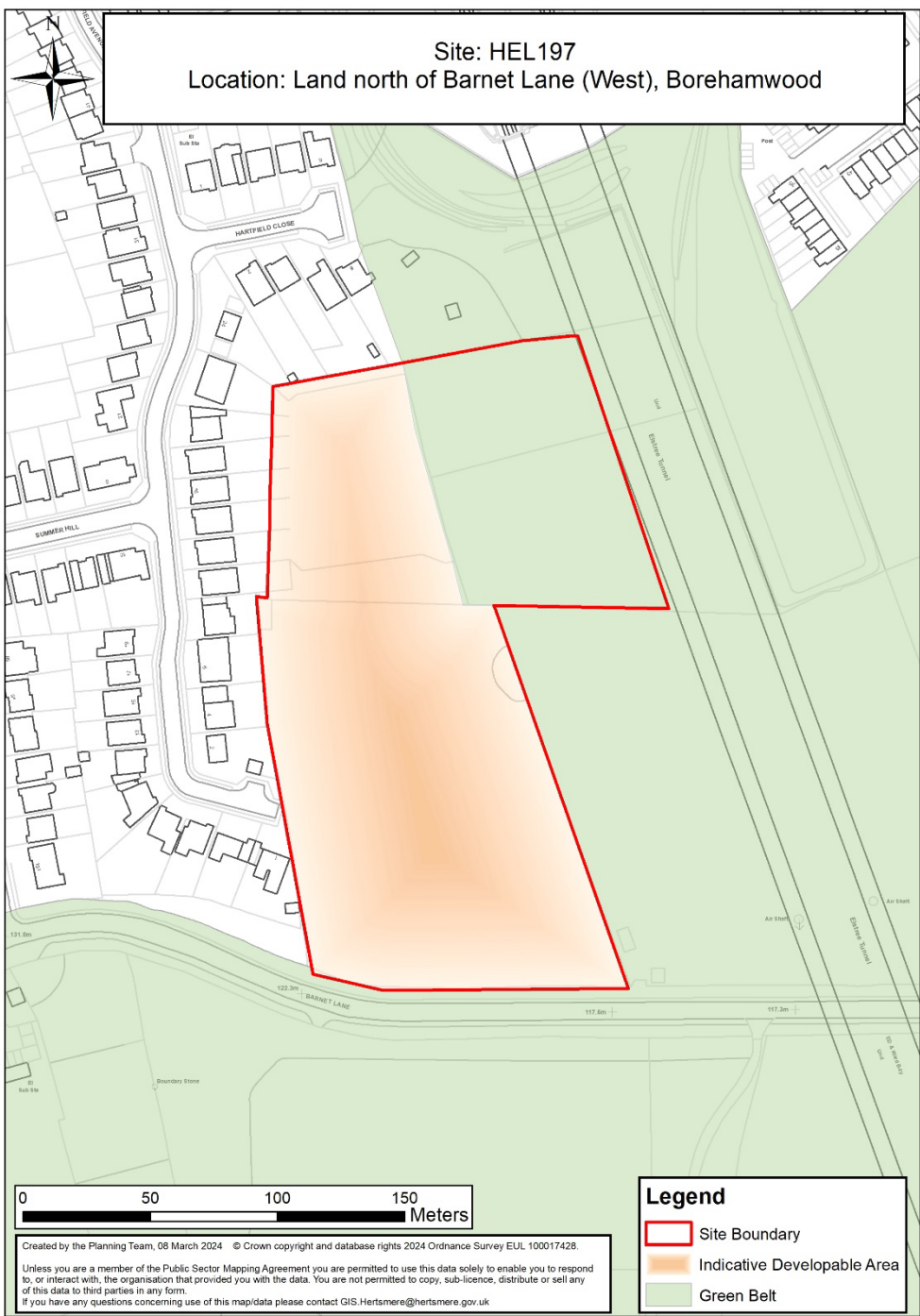
- **Bus** – The South Central Growth and Transport Plan includes a package of measures to improve the provision and attractiveness of bus services within and to Borehamwood, particularly towards North London.
- **Active travel** – The South Central Growth and Transport Plan includes two packages of measures, to improve the attractiveness of walking and cycling within Borehamwood – particularly along the Elstree Way Corridor.
- **Primary education** – Based on the higher levels of growth proposed in 2021, the education authority identified that expansions to existing schools or the provision of more than one new school is likely to be required. The exact approach to meeting new pupil demand is established within Part 2 of the IDP.
- **Secondary education** – Based on the higher levels of growth proposed in 2021, the education authority has indicated a need for a new secondary school within Borehamwood. A site was proposed by the Council, in 2021, south of Barnet Lane near to Stirling Corner. The exact approach to meeting new pupil demand is established within Part 2 of the IDP.
- **Primary healthcare** – Based upon the potential distribution of development around the borough, the Herts Valleys CCG has indicated a need for a new/expanded healthcare facility within Borehamwood. The CCG has agreed the case to relocate the Schopwick surgery from Elstree Village to a site on the edge of Elstree and Borehamwood (subject to planning permission).
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across Borehamwood, which the Local Plan will need to help address.
- Further information can also be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](http://swhertsplan.com)

*This includes land in the adjoining Shenley ward/parish, whose area extends to the northern edge of Borehamwood; such development would support the growth of Borehamwood and Elstree

Borehamwood and Elstree

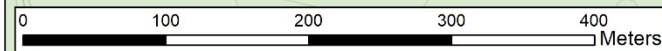
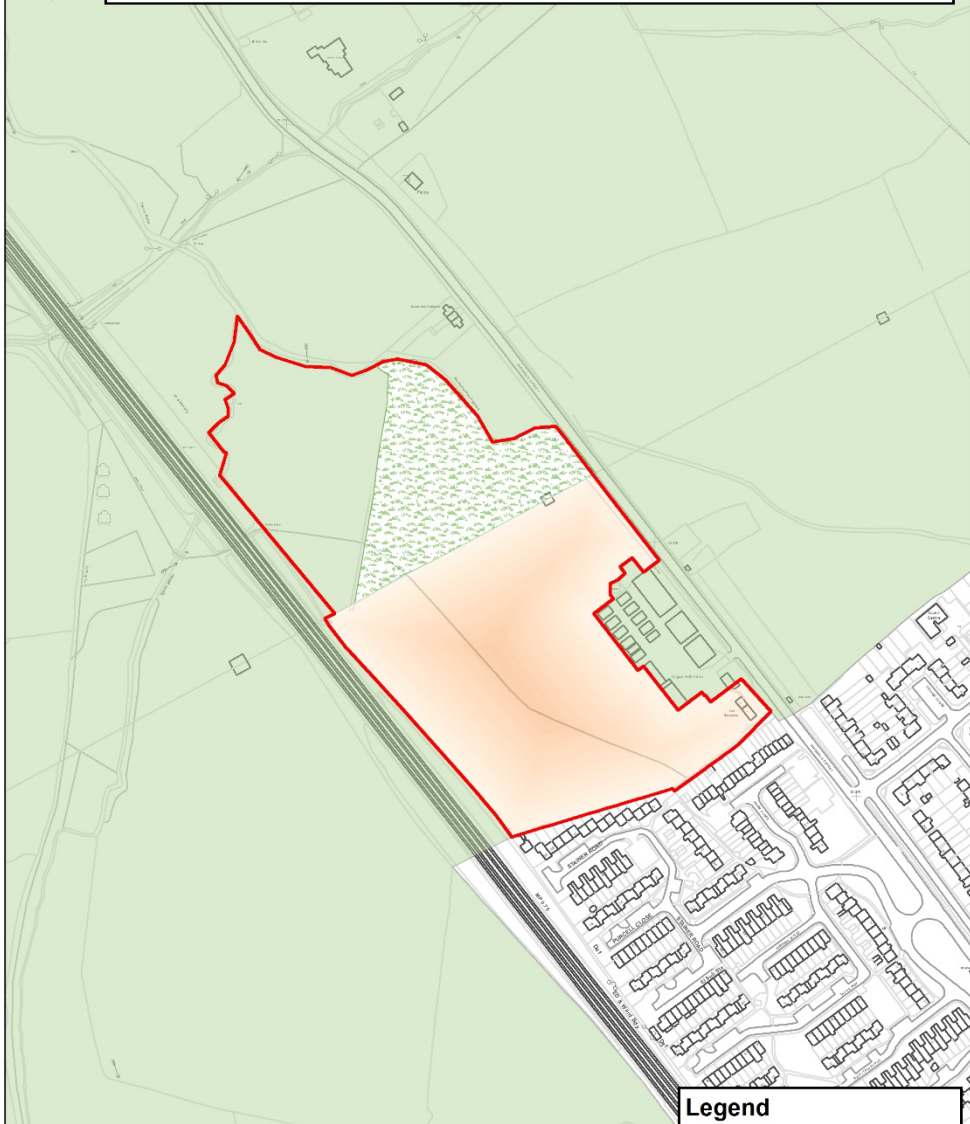








Site: HEL218
Location: Organ Hall Farm, Theobald Street, Borehamwood



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Legend	
	Site Boundary
	Indicative Developable Area
	Open Space
	Green Belt

Site Description	Site is located on the northern edge of Borehamwood - residential development to the south, open countryside to remaining sides. Part of the site has been previously redeveloped into residential and office space. The Midland Mainline runs to the west of the site.				
Site Area (Hectares)	6.6	Gross Developable Area (Hectares)	3.8	Net Developable Area (Hectares)	2.85
Proposed Use (Use Class)	Residential		Estimated Delivery Period	Years 1-10 of the plan	
Estimated Density (dwellings per hectare)	42	Indicative number of homes	120 plus *75-Bed Care Home	Site Matrix Score (out of 55)	41.75

Key Site Considerations

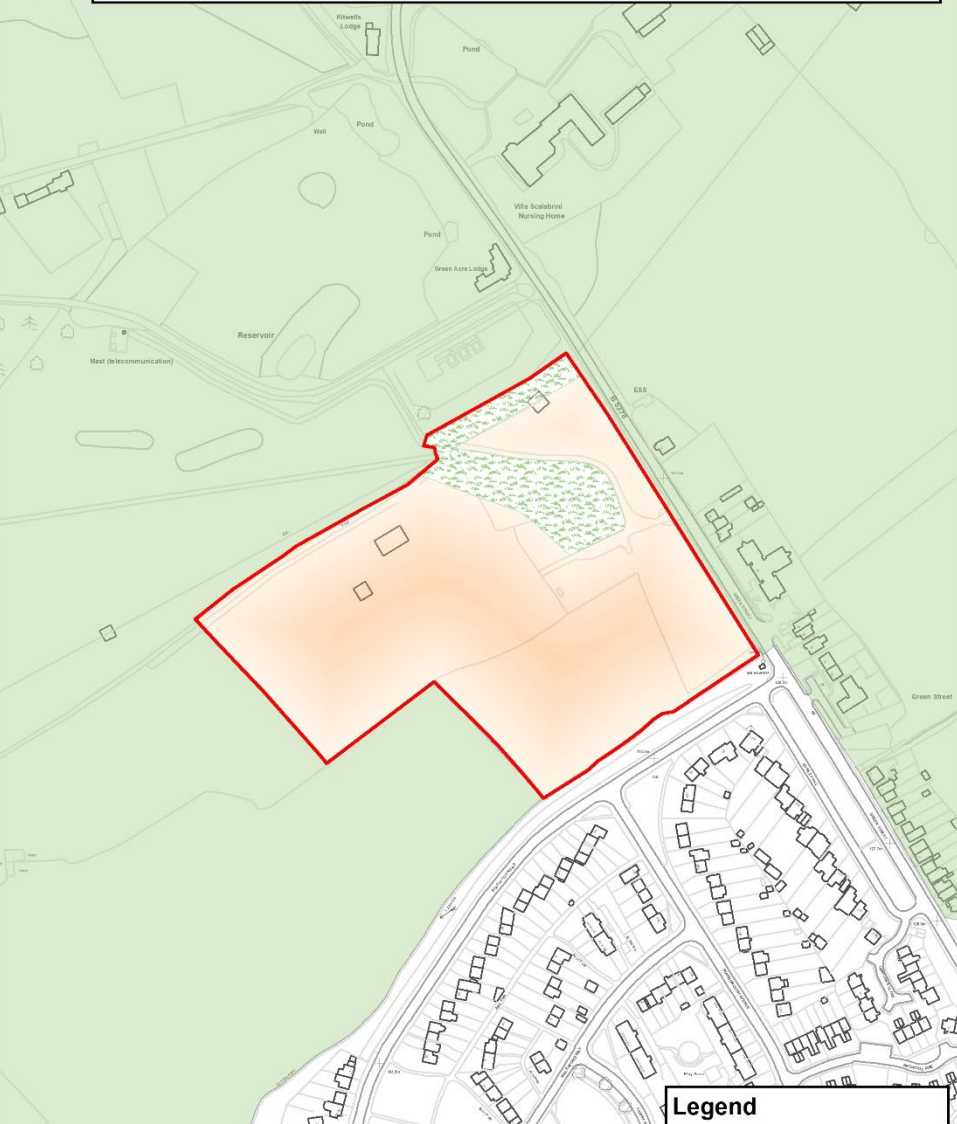
- Tykeswater runs through the north-west part of the site resulting in an area being within Flood Zones 2 and 3.
- Footpath 51 runs through the middle of the site as well as a pylon/overhead power lines.
- Mix of dwelling sizes needed incorporating appropriately designed and located public open space and play provision.
- Vehicular access from Theobald Street, with connections to/from the site enhanced for sustainable modes including a pedestrian crossing of Theobald Street and improved cycle routes towards the town centre.
- Public footpath routes through the site will be retained and enhanced.

Strategic infrastructure requirements

- On site provision of a new health centre
- Contributions expected to strategic infrastructure as necessary.

*This forms part of the original Call for Sites submission

Site: HEL152
Location: Lyndhurst Farm,



Legend	
	Site Boundary
	Indicative Developable Area
	Open Space
	Green Belt

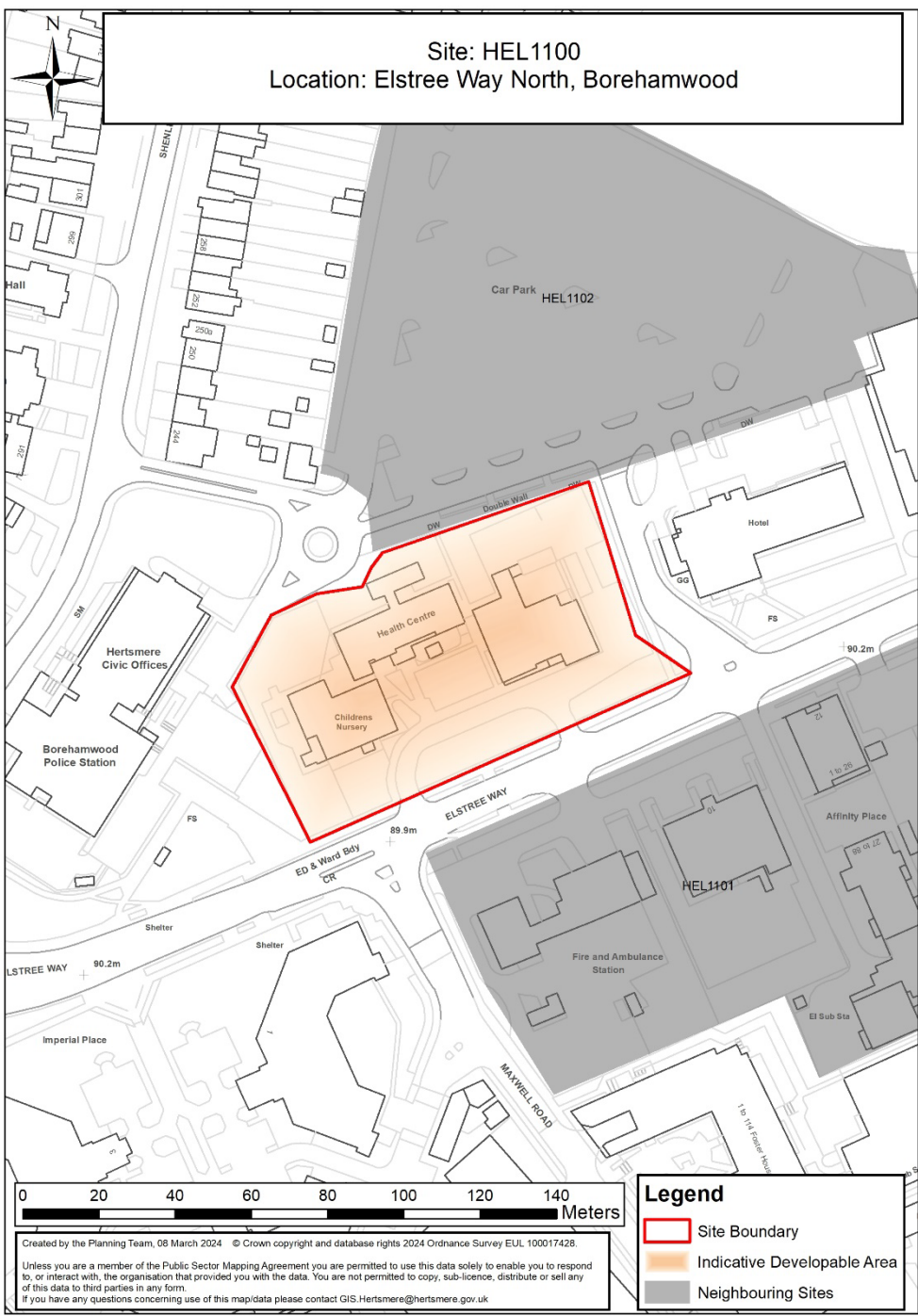
Site Description	Open land including allotments and areas previously used for storage. Open fields to all sides except the south-east edge of the site which adjoins the northern edge of Borehamwood. Residential frontage on the opposite side of Green Street to the east. A gas transfer station is located to the north-east.				
	Recently repromoted for larger residential scheme involving relocation of allotments to the other side of Green Street.				
Site Area (Hectares)	5.2	Gross Developable Area (Hectares)	4.5	Net Developable Area (Hectares)	3.4
Proposed Use (Use Class)	Primarily Affordable Housing, with re-provision of allotments.		Estimated Delivery Period		Years 1-5 of the plan
Estimated Density (dwellings per hectare)	59	Indicative number of homes	200	Site Matrix Score (out of 55)	21.75

Key Site Consideration

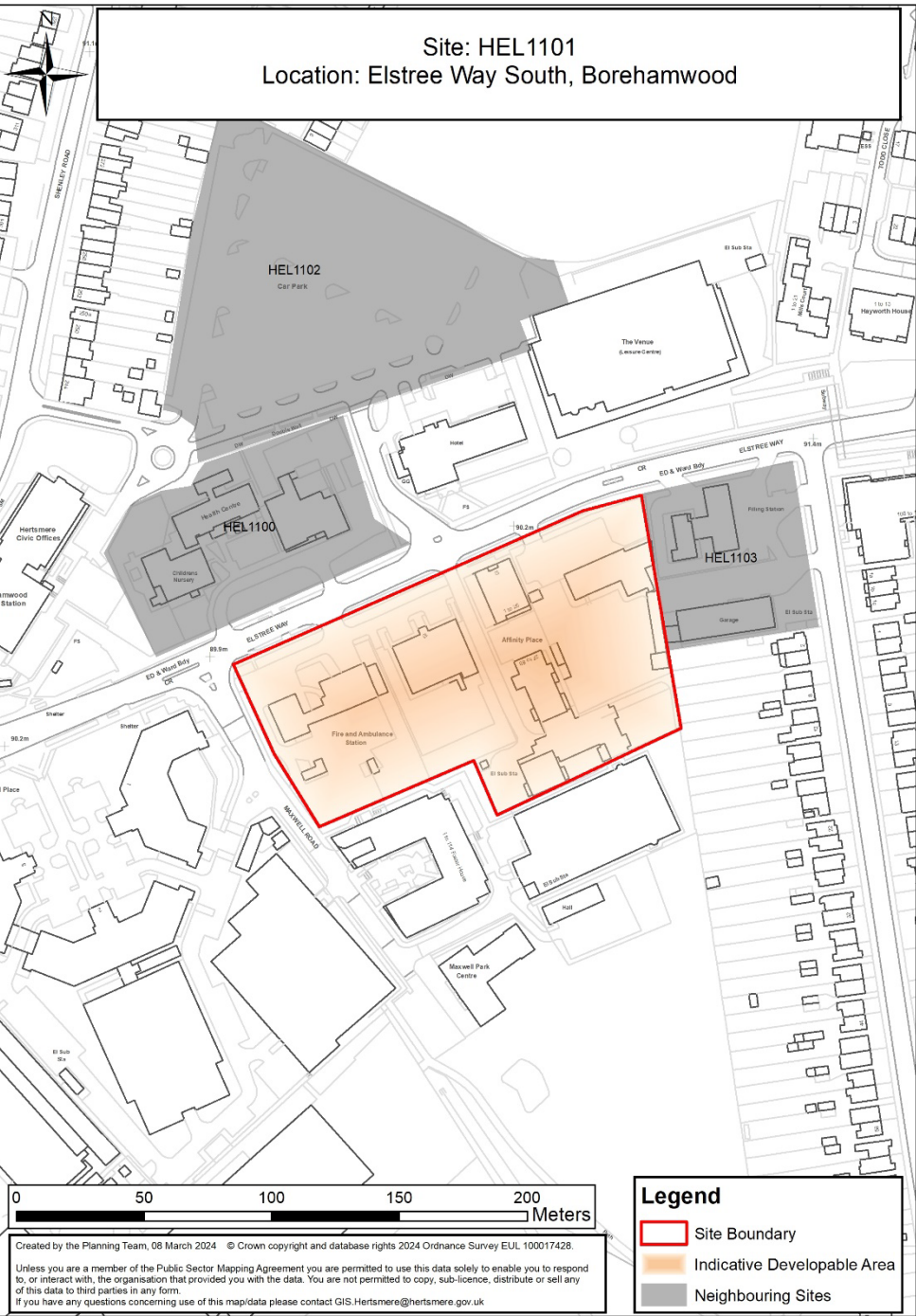
- Based on proposal for up 80% Affordable Housing and re-provision of improved allotments
- The site is located adjacent to a Local Wildlife Site and is also within 750 metres of a Listed Building.
- Vehicular access from Green Street with connections to/from the site enhanced for sustainable modes. This could include providing a link to footpath 053 and a contribution to enhanced pedestrian and cycle routes on Green Street/Cowley Hill.
- Development will be required to minimise and where necessary mitigate the effects of any contamination on the site

Strategic Infrastructure Requirements

- Contributions for Strategic Infrastructure as necessary
- Re-provision of allotments (100 plots) nearby with associated facilities and access



Site Description	Edge of town centre mixed use area generally surrounded by taller buildings. Surrounding uses include Civic Centre, hotel, fire and ambulance station, car park and apartment blocks.				
Site Area (Hectares)	0.6	Gross Developable Area (Hectares)	0.6	Net Developable Area (Hectares)	0.51
Proposed Use (Use Class)	Residential		Estimated Delivery Period		Years 6-10 of the plan
Estimated Density (dwellings per hectare)	167	Indicative number of homes	85	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <div><ul style="list-style-type: none">Allocated for development in the current Local Plan as part of the Elstree Way Corridor Area Action Plan.Site is in different ownerships; landowners will need to work collaboratively to bring forward a suitable scheme</div> <div>Strategic Infrastructure Requirements*</div> <div><ul style="list-style-type: none">Highway connections and external highway mitigation / improvements to Elstree Way connectivity for pedestrians and cyclists.Contribution towards expansion of existing Kenilworth Primary School from 1FE to 2FE, serving pupil yield generated from the site.Construction of a new 8FE secondary school to the south of Barnet Lane close to Stirling Corner (partly within LB Barnet), to accommodate pupil yield generated from the site.Provision of a new childcare facility within the town to support existing and anticipated levels of demand.Delivery of a new consolidated health facility on Elstree WayPotential co-location with associated community care facilities.</div> <div>*Elstree Way Corridor sites will contribute collectively towards these infrastructure requirements, providing proportionate contributions relative to site capacity/yield</div>					





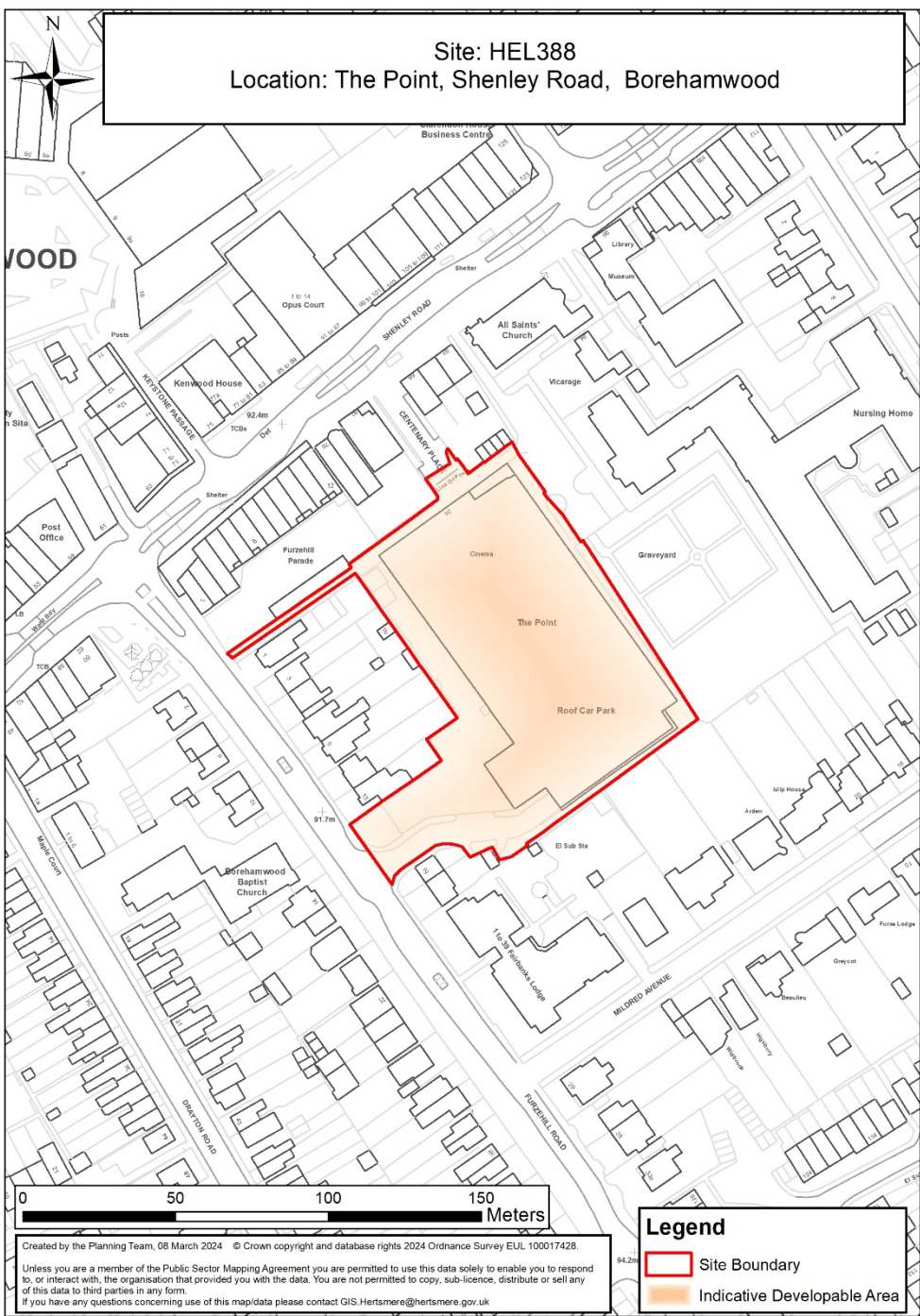
Site Description	The site is a large car park almost completely enclosed by built development of various height and form in this urbanised edge of town centre location. Surrounding uses consist of apartment blocks and terraced and semi-detached properties, leisure centre, a hotel, Civic Centre, charity collection centre, and day nursery				
Site Area (Hectares)	1.2	Gross Developable Area (Hectares)	1.2	Net Developable Area (Hectares)	1.02
Proposed Use (Use Class)	Residential		Estimated Delivery Period	Years 6-15 of the plan	
Estimated Density (dwellings per hectare)	162	Indicative number of homes	165	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <div><ul style="list-style-type: none">Allocated for development in the current Local Plan as part of the Elstree Way Corridor Area Action Plan.Retention of some public car parking within the site</div> <div>Strategic Infrastructure Requirements*</div> <div><ul style="list-style-type: none">Highway connections and external highway mitigation / improvements to Elstree Way connectivity for pedestrians and cyclists.Contribution towards expansion of existing Kenilworth Primary School from 1FE to 2FE, serving pupil yield generated from the site.Allocated for development in the current Local Plan as part of the Elstree Way Corridor Area Action Plan.Construction of a new 8FE secondary school to the south of Barnet Lane close to Stirling Corner (partly within LB Barnet), to accommodate pupil yield generated from the site.Delivery of a new consolidated health facility on Elstree Way</div> <div>*Elstree Way Corridor sites will contribute collectively towards these infrastructure requirements, providing proportionate contributions relative to site capacity/yield</div>					



Site Description	The site is in an edge of town centre location, characterised as such by a mix of uses and differing density housing development. Surrounding uses consist of semi-detached dwellings and blocks of flats, leisure centre and the vacant, former police station.				
Site Area (Hectares)	0.38	Gross Developable Area (Hectares)	0.38	Net Developable Area (Hectares)	0.38
Proposed Use (Use Class)	Residential		Estimated Delivery Period	Years 11-15 of the plan	
Estimated Density (dwellings per hectare)	158	Indicative number of homes	60	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <ul style="list-style-type: none">Allocated for future development in the current Local Plan as part of the Elstree Way Corridor Area Action Plan.Site is currently in use and occupied by petrol filling station and garage <div>Strategic Infrastructure Requirements*</div> <ul style="list-style-type: none">Highway connections and external highway mitigation / improvements to Elstree Way connectivity for pedestrians and cyclistsContribution towards expansion of existing Kenilworth Primary School from 1FE to 2FE, serving pupil yield generated from the site.Construction of a new 8FE secondary school to the south of Barnet Lane close to Stirling Corner (partly within LB Barnet), to accommodate pupil yield generated from the site.Delivery of a new consolidated health facility on Elstree Way <div>*Elstree Way Corridor sites will contribute collectively towards these infrastructure requirements, providing proportionate contributions relative to site capacity/yield</div>					
25					



Site Description	The site consists of a mixture of offices and warehouses although one of the sites is currently in as trampolining centre. Surrounding uses consist of a large employment area to the east, on the other side of Manor Way, semi- detached dwellings to the west and a mix of land uses to the north on Elstree Way.				
Site Area (Hectares)	2.85	Gross Developable Area (Hectares)	2.85	Net Developable Area (Hectares)	2.14
Proposed Use (Use Class)	Residential		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	161	Indicative number of homes	345	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
Key Site Considerations <ul style="list-style-type: none"> Allocated for future development in the current Local Plan as part of the Elstree Way Corridor Area Action Plan. Some sites within HEL1104 have been promoted for development. Other sites are in use and are not currently available for development. Strategic Infrastructure Requirements* <ul style="list-style-type: none"> Highway connections and external highway mitigation / improvements to Elstree Way connectivity for pedestrians and cyclists. Contribution towards expansion of existing Kenilworth Primary School from 1FE to 2FE, serving pupil yield generated from the site. Construction of a new 8FE secondary school to the south of Barnet Lane close to Stirling Corner (partly within LB Barnet), to accommodate pupil yield generated from the site. Delivery of a new consolidated health facility on Elstree Way <p>*Elstree Way Corridor sites will contribute collectively towards these infrastructure requirements, providing proportionate contributions relative to site capacity/yield</p>					



5.2 Elstree Village

Elstree Village lies to the west of the main built-up area of Borehamwood and Elstree and is the second largest village in Hertsmere.

Whilst close to the built-up area of Borehamwood and Elstree, and Northern London suburbs, the village is regarded as a separate settlement and retains its distinct identity. It is surrounded by countryside in a largely wooded landscape setting. Its centre is located on the crest of a ridge which runs eastward to the A1. The historic part of the village is designated as a conservation area and includes all but the more recent Composers Park housing development, close to the Centennial Park Employment Area to the south-west. The conservation area has two main parts: the High Street, noted for medieval and later historic buildings, and Elstree Hill North and South and Barnet Lane, which are later extensions from c.1900.

The village is well served by open space, with the main Composers Park being rated highly in both quality and value terms. A small number of convenience retail and other business and service facilities are located around the crossroads in the centre of the village. The village also has a primary school and GP surgery as well as multiple places of worship.

Elstree Village is well connected by road; the north-south A5183 Watling Street connects Elstree with Radlett, St Albans and the A414 for onward connections north as well as south to the A41 and links to the M1. It also provides access to Centennial Park and adjoining Employment Areas. The east-west A411 Barnet Lane connects to Borehamwood and Barnet in North London. The junction of the two routes in the centre of the village is a notable traffic delay hotspot/pinch-point and a designated Air Quality Management Area with congestion occurring on the approaches.

The need to enhance sustainable transport connectivity – including walking and cycling – within the village, and between Elstree Village and Borehamwood has been identified and this is reflected by proposals within Hertfordshire County Council's South Central GTP. The Sustainable Transport Appraisal suggests several bus priority interventions which would improve bus service availability in the village if implemented.

Key issues and challenges

- The gap between the village and the western part of Borehamwood and Elstree is limited. Need to protect the character of the village as a separate and distinctive settlement.
- Views into and out of the village – particularly of the spire of St Nicholas church - are important to its character. The settings of heritage assets also merit careful consideration.
- A5183 (Elstree Hill) and A411 (Barnet Lane) carry significant levels of traffic.
- Need to reduce traffic congestion and increase the availability and use of sustainable modes of transport both within the village and connecting it with other locations – nearby employment areas and neighbouring Borehamwood in particular
- Physical constraints limit the scope for any further adjustments to the junction design in centre of the village; traffic congestion, particularly at peak times, often occurs.
- The area around the crossroads is a designated Air Quality Management Area (AQMA).
- The primary school and GP surgery are on constrained sites; opportunities for on-site expansion are limited.
- Level of growth in general needs housing in the village limited by Hertfordshire County Council's assessment of existing primary school capacity to meet the needs of the local community
- GP practice is seeking to move to a less constrained site within the local area.

Elstree Village statistics:

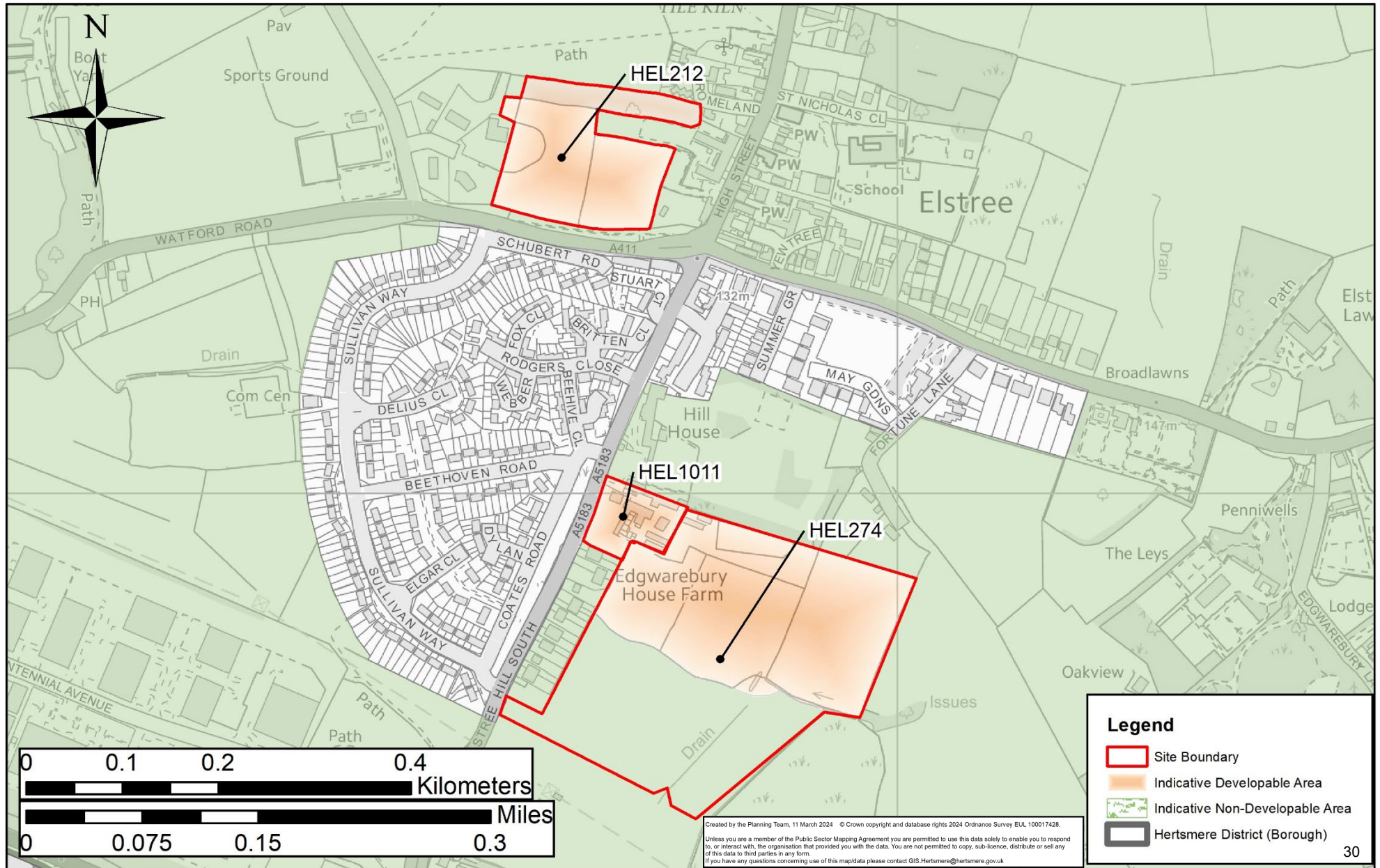
- **Population: 1,740**
- **Built-up area: 0.31 miles² / 0.81km²**
- **Population density: 5,587 people per mile² / 2,157 people per km²**
- **Population change between 2011 Census and 2021 Census: +0.13%**
- **New homes built in current Local Plan period: 27**
- **Proposed new homes: 260 (including 140 age restricted extra care units)**
- **Proposed Green Belt area: 7.14 hectares**
- **Change to number of new homes proposed in 2021: +37%**
- **Change to area of Green Belt proposed in 2021: (includes new brownfield site in the Green Belt) -41%**

Required infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

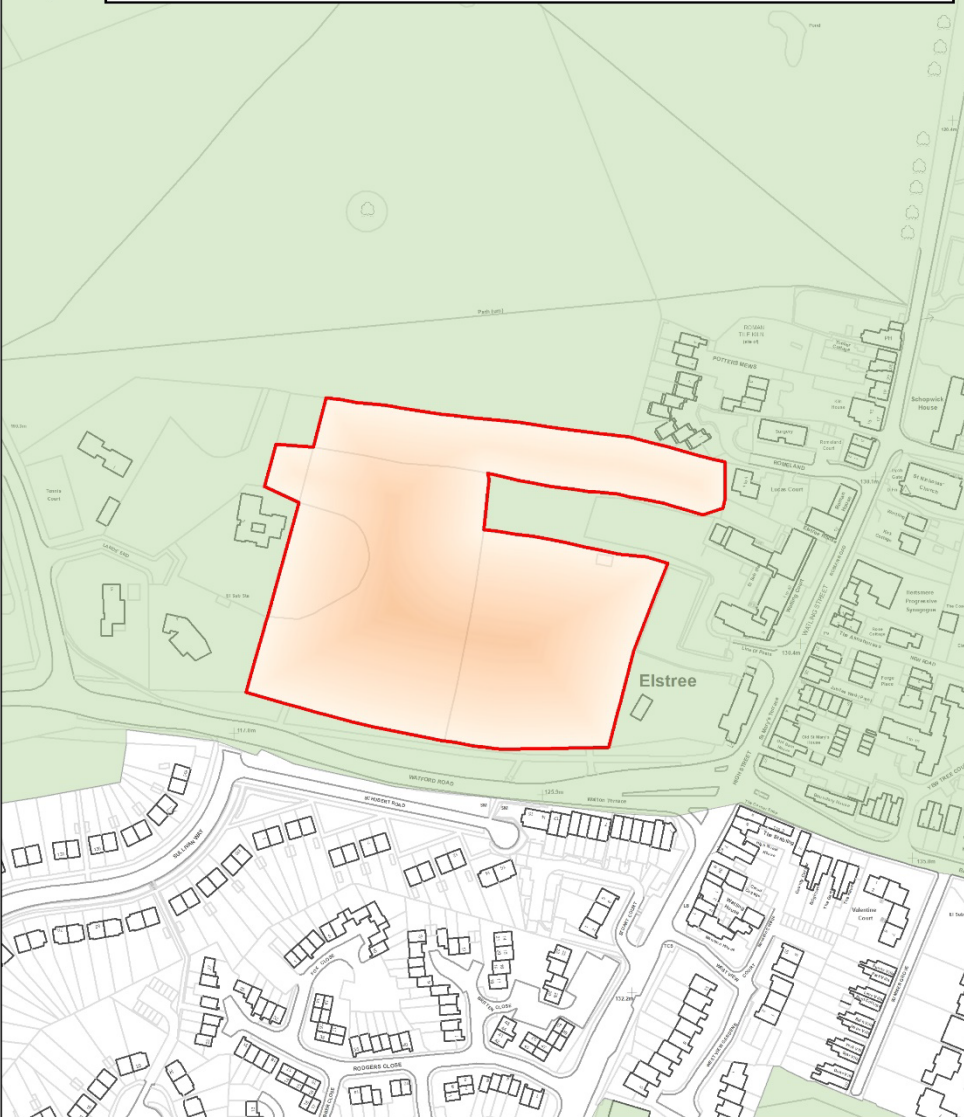
- **Bus** – Improvements to village bus stops
- **Active travel** - improve active travel modes between Borehamwood, Elstree and Centennial Park (South Central GTP package PK21)
- **Gas** – elevation of gas feed source pressure within local gas network to accommodate levels of growth with Elstree Village
- **Primary healthcare** – expansion and relocation of existing Schopwick Surgery due to the small size of the existing surgery and inability to expand on its existing site. The NHS has agreed the case to relocate the surgery to a site on Allum Lane (subject to planning permission).
- **Primary education** - general housing (i.e. excluding specialist provision for older people) growth in Elstree has previously been set at a level of 95 dwellings. This reflects the available capacity of St Nicholas School, and principle that primary-age pupils should not travel to other settlements for school. St Nicholas School is relatively small and on a constrained site, meaning that expansion would be challenging.
- **Allum Lane cemetery** – expansion to accommodate borough's future burial demands.
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across Elstree Village, which the Local Plan will need to help address.
- Further information can also be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](https://www.swhertsplan.com)

Elstree Village





Site: HEL212
Location: Land off Watford Road, Elstree Village



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- Legend**
- Site Boundary
 - Indicative Developable Area
 - Green Belt

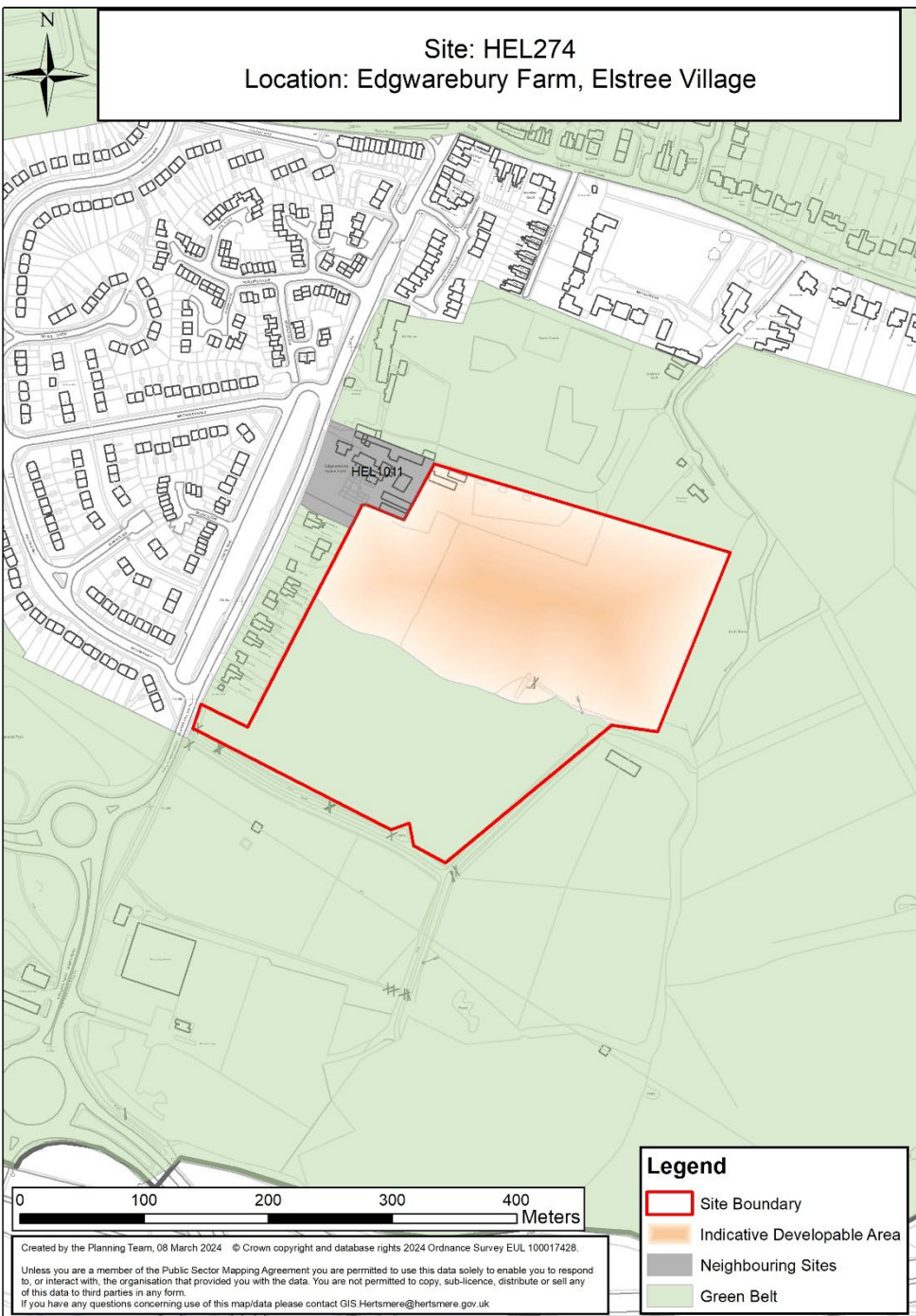
Site Description	The site comprises paddocks currently used as a horse and pony sanctuary, mainly rough ground with areas of tree cover particularly along the northern and western boundaries (some with Tree Preservation Orders). Land is bounded by Watford Road (A411) to the south and immediately adjoins Elstree village centre to the east, with residential to the west, and fields and Home Farm registered park and garden to the north.				
Site Area (Hectares)	2.28	Gross Developable Area (Hectares)	2.28	Net Developable Area (Hectares)	1.71
Proposed Use (Use Class)	Residential (age-restricted extra care) C2/C3		Estimated Delivery Period		Years 1-5 of the Plan
Estimated Density (dwellings per hectare)	82	Indicative number of homes	140	Site Matrix Score (out of 55)	46.25

Key site considerations

- Partly within / adjoining conservation area.
- Current planning application for 141 extra-care age-restricted housing.
- Alternative site for horse sanctuary will be required.
- Proximity to Elstree crossroads traffic 'hot-spot' and AQMA.
- Access arrangements to be to Highway Authority's satisfaction
- Archaeological site – potential for archaeological remains.
- A new settlement boundary for Elstree Village would be created with scope for the entire village to be inset from the Green Belt

Strategic infrastructure requirements

- Contributions expected for strategic infrastructure as necessary.



Site Description	The site forms part of a more extensive landholding in mixed farming use promoted by Hertfordshire County Council. The north-west corner, to the rear of Elstree House Farm (HEL1011), contains previously developed land. The site is bounded on the west side by houses on Elstree Hill South, and on all other sides by fields separated by hedges and tree lines.				
Site Area (Hectares)	7.52	Gross Developable Area (Hectares)	4.3	Net Developable Area (Hectares)	3.23
Proposed Use (Use Class)	Residential C3		Estimated Delivery Period	Years 1-10 of Plan period	
Estimated Density (dwellings per hectare)	31	Indicative number of homes	100	Site Matrix Score (out of 55)	33.5

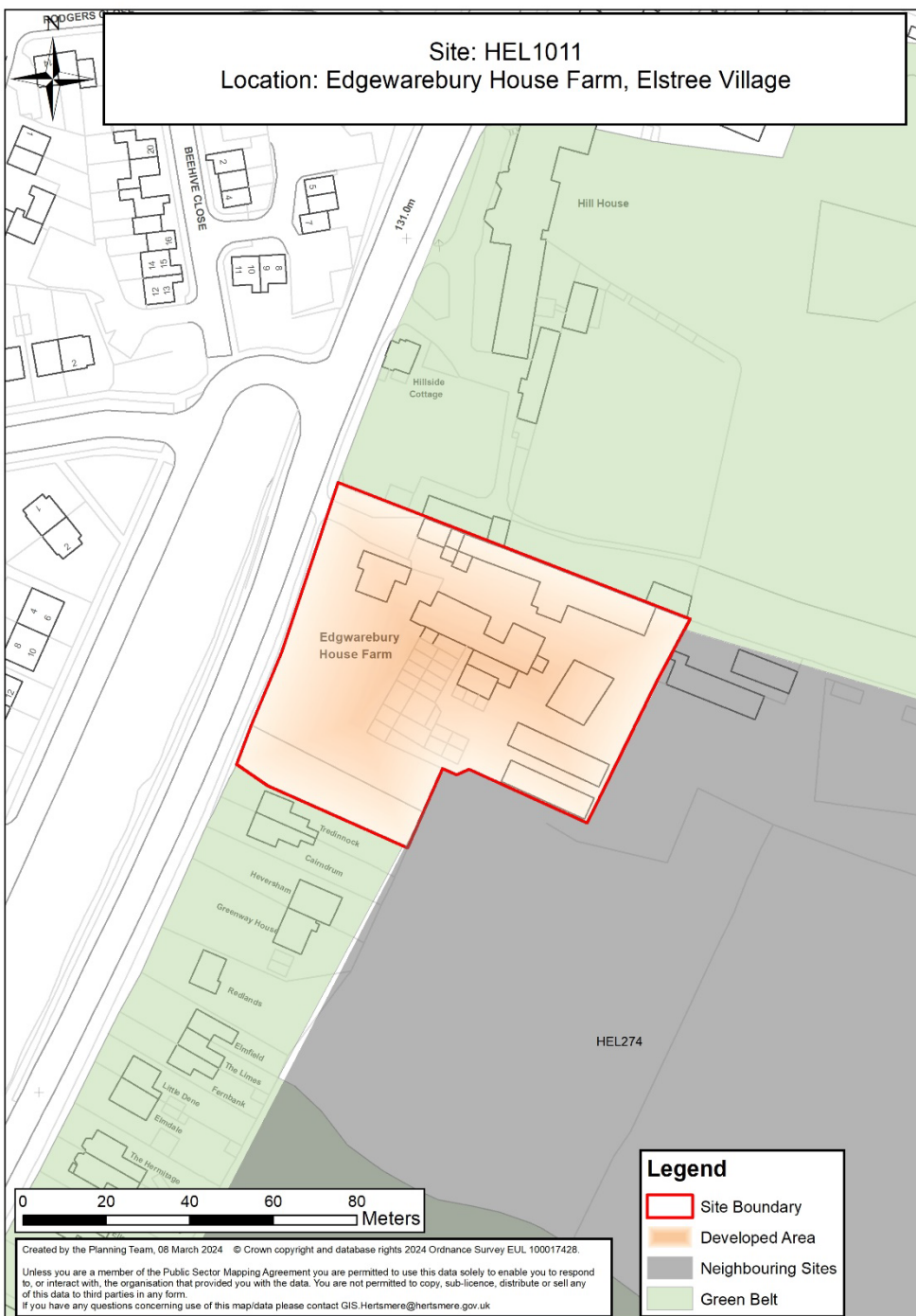
Key site considerations

- Developable area reduced from layout previously promoted.
- Six supported housing units also proposed
- Part of the site lies within the conservation area and there are a number of listed buildings close by.
- Access onto Elstree Hill from (outside developable area), close to busy Elstree crossroads, which is also an AQMA, or alternatively through HEL1011 to the west: access arrangements need to minimise impact on local traffic and air quality conditions.
- Need to contribute to improving sustainable transport offer within and to/from village.
- Amount of development may be limited by infrastructure capacity within village including primary school capacity.

Strategic infrastructure requirements

- Contributions expected for strategic infrastructure as necessary.

32



Site Description	The site is primarily Previously Developed Land with mixed industrial use. It has direct access onto Elstree Hill South to the west, and adjoins a care home to the north, commercial properties within HEL274 to the east, and fields within HEL274 and residential properties to the south.				
Site Area (Hectares)	0.56	Gross Developable Area (Hectares)	0.56	Net Developable Area (Hectares)	0.47
Proposed Use (Use Class)	Residential C3		Estimated Delivery Period		Years 1-5 of Plan period
Estimated Density (dwellings per hectare)	45	Indicative number of homes	20	Site Matrix Score (out of 55)	42.5
<div>Key site considerations</div> <ul style="list-style-type: none">Meets Green Belt purpose criteria moderately, lies within the area recommended for further consideration in Green Belt review.Within conservation area, close to listed buildings, locally listed building within the site.Access onto Elstree Hill, close to busy Elstree crossroads (also an AQMA): access arrangements need to minimise impact on existing local traffic and air quality conditions.Need to contribute to improving sustainable transport routes within and to/from village.Quantum of development may be limited by infrastructure capacity within village.Potential contamination from previous industrial uses. <div>Strategic infrastructure requirements</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

5.3 Bushey

Bushey is the second largest built-up area in Hertsmere and comprises three different settlements – Bushey Heath, Bushey Village and North Bushey - which are distinguishable from each other and distinctly separate from the nearby urban areas of Watford and Stanmore.

The initial growth of the area in the mid-19th century followed the construction of the London-Birmingham railway which passed through Bushey. The most densely developed part of Bushey is the historic area in and around the historic High Street which forms part of a conservation area. Much of the remainder of Bushey, including Bushey Heath and North Bushey, is more suburban in character, albeit containing the most diverse range of building types of any of the principal settlements in the borough. Bushey has the highest number of locally listed buildings in the borough as well as the unique Bushey Rose Garden.

Both Bushey Village and Bushey Heath are compact local centres, offering convenience retail and local dining facilities rather than national multiples and chains. Larger commercial businesses are primarily concentrated in and around Otterspool Way although there has been a shift from traditional office, industrial and warehousing development to quasi-retail activity, including showrooms and trade counters.

Bushey lies immediately to the west of the M1, equidistant between Junctions 4 and 5, offering a north-south connection between London and Hertfordshire. A series of B roads provide local connections to the A4140, A411 and A41. Bus operators utilise this road network heavily providing bus connectivity, in particular, from Bushey to Watford. Bushey's rail station is in the neighbouring borough of Watford, situated on the West Coast Mainline and Transport for London's overground Lioness Line.

The existing cycle network is limited throughout Bushey, with small sections of cycle routes dispersed across the settlement with little connectivity. Plans for the introduction of a bike hire scheme in Bushey were approved at the beginning of the year which enable cycle travel between Bushey, Watford, Elstree and Borehamwood under the same scheme.

Key issues and challenges

- Significant eastward expansion is limited by the town's position relative to the M1 and the A41.
- Significant amount of new housing in Bushey, primarily on smaller development sites, with almost 1,500 new homes built since 2012.
- Growth has impacted on levels of traffic and an increased demand on local services including education and health provision.
- Locating any additional required schools including demand which cannot be accommodated in Watford.
- A modest deficit across all types of open space and relative gaps in accessibility in several locations.
- Narrow green belt gaps between Bushey and Watford.
- Expansion of the retail "offer" and leisure activities is constrained by the proximity to Watford and the limited availability of suitable sites.

Bushey statistics:

- **Population: 28,418**
- **Built-up area: 2.8 miles² / 7.2km²**
- **Population density: 10,293 people per mile² / 3,974 people per km²**
- **Population change between 2011 Census and 2021 Census: +1.2%**
- **New homes built in current Local Plan period (2012-27): 1,449**

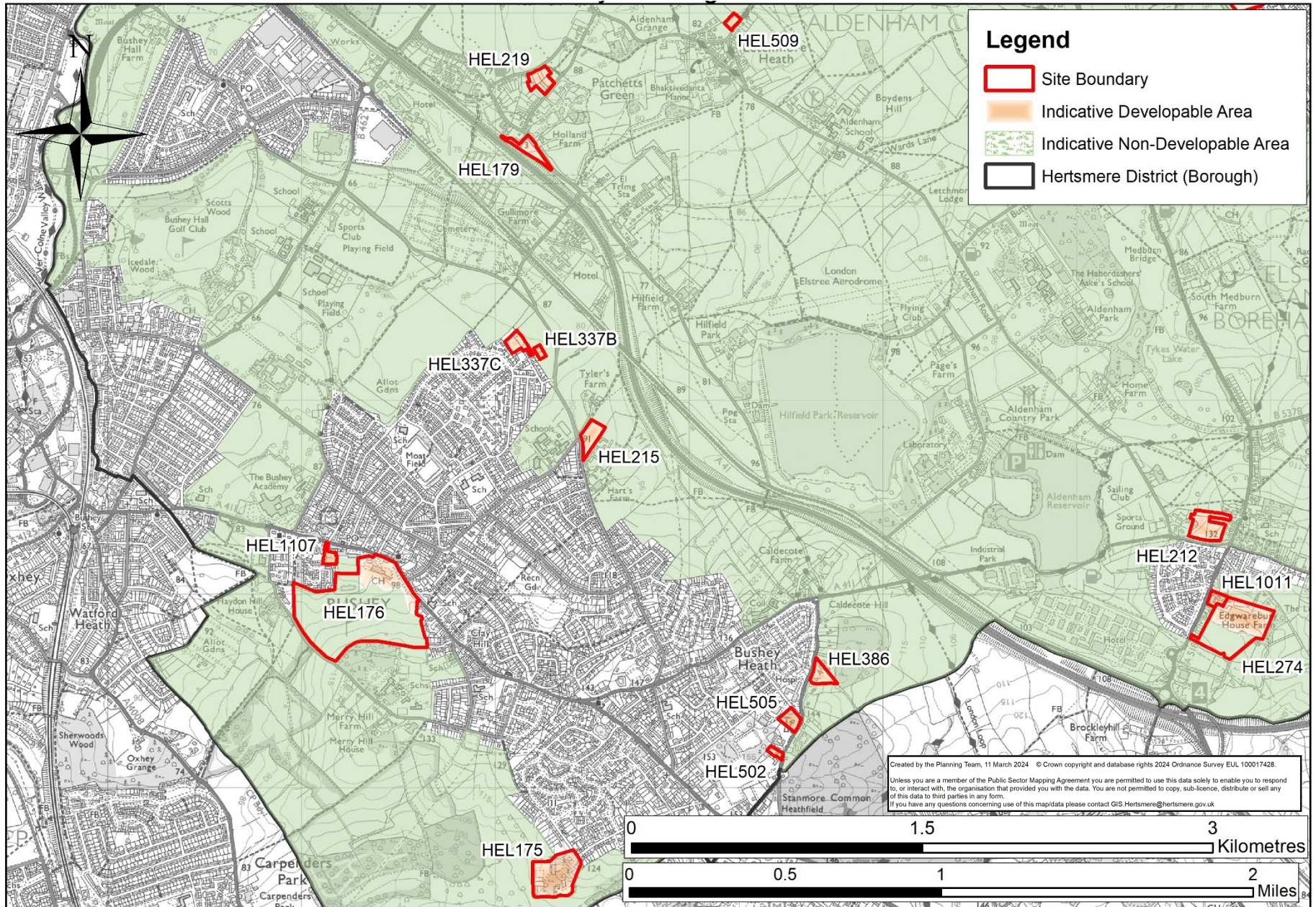
- **Proposed new homes: 375**
- **Proposed Green Belt area: 6.35 hectares**
- **Change to number of new homes proposed in 2021: -79%**
- **Change to area of Green Belt proposed in 2021: -93%**

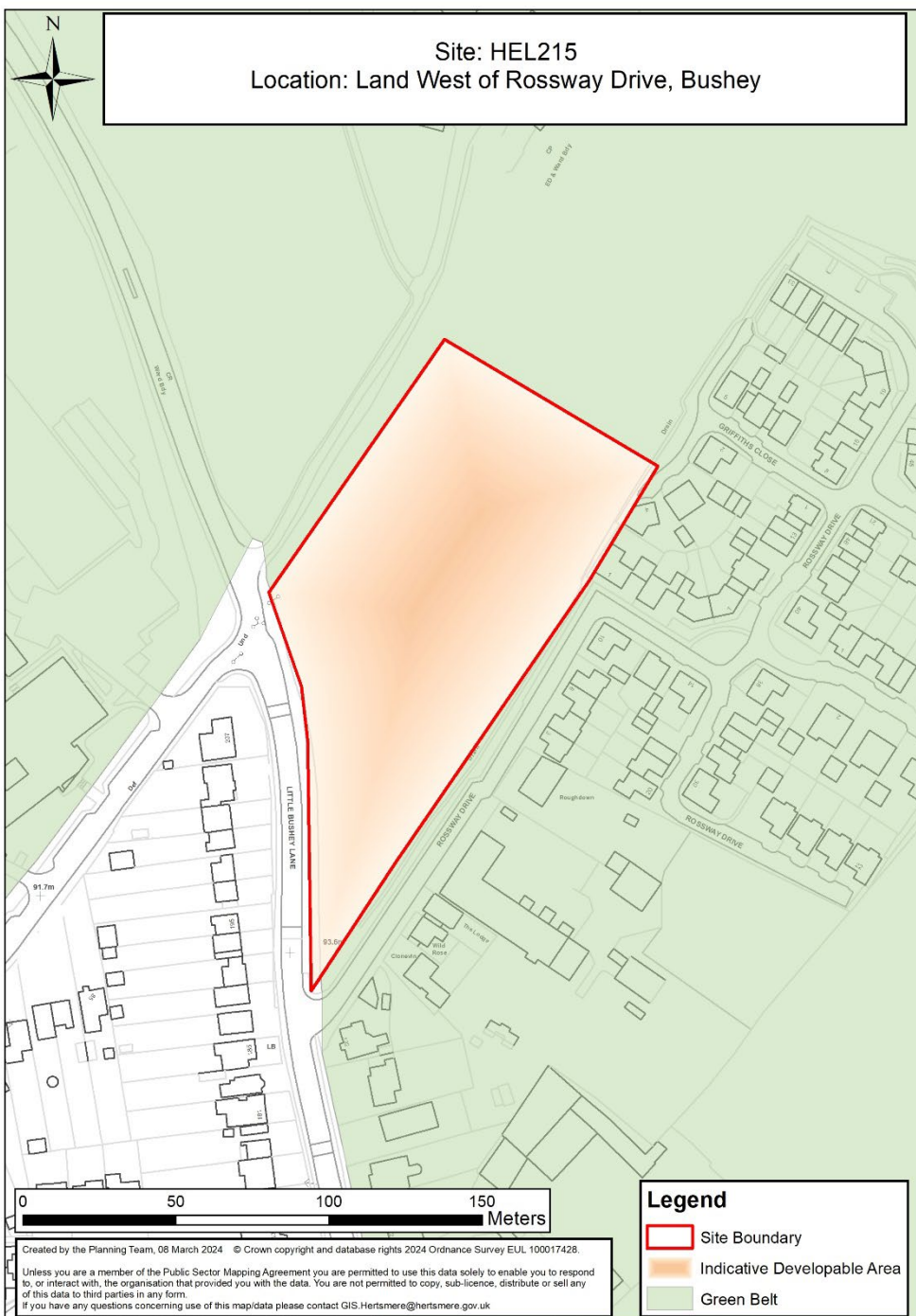
Required infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

- **Bus** – The South Central Growth and Transport Plan includes a package of measures to improve the provision and attractiveness of bus services within and to Bushey, particularly towards Watford and North London.
- **Active travel** – The South Central Growth and Transport Plan includes a package of measures to improve the provision for cyclists and pedestrians
- **Primary education** – Primary education provision within Bushey is already constrained, and the education authority has previously indicated a need for temporary arrangements to address existing under capacity. The level of housing growth previously anticipated in Bushey would equate to a need for between 5-6 forms of primary school entry but we are now proposing a significant reduction in the amount of housing growth in Bushey. This may reduce the need for any new schools with demand potentially accommodated by existing schools.
- **Secondary education** – The education authority has previously indicated a need for a new secondary school to meet the needs of the Watford-Bushey-Radlett school planning area, regardless of the level of growth in Bushey, due to the level of demand arising from neighbouring Watford.
- **Primary healthcare** – Based upon the potential distribution of development around the borough, the NHS (through the local Integrated Care Board) has previously indicated a need for a new general practice surgery within Bushey – most likely through the relocation and expansion of Little Bushey Surgery.
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across Bushey, which the Local Plan will need to help address.
- Further information can be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](https://www.swhertsplan.com)

Bushey





Site Description	Site was previously hardstanding for parking and storage area associated with the development site adjoining. Currently green fields. Largely undeveloped Green Belt to the west of the site with farm buildings to the north; to the east of the site is the recent Rossway Drive residential development. The site is presently accessed off Rossway Drive.				
Site Area (Hectares)	1.26	Gross Developable Area (Hectares)	1.26	Net Developable Area (Hectares)	1.07
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		Years 1-5 of the plan
Estimated Density (dwellings per hectare)	38	Indicative number of homes	40	Site Matrix Score (out of 55)	47.25
<div>Key Site Considerations</div> <ul style="list-style-type: none">No significant environmental or topographical constraints affecting the site.Close proximity to the Grade II listed Tyler’s Farm.Access is likely to be directly onto Little Bushey Lane with Rossway Drive a private road serving the recent development to the east.A detailed highway assessment would be required to assess the impact on the local and strategic road network. <div>Strategic infrastructure requirements</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

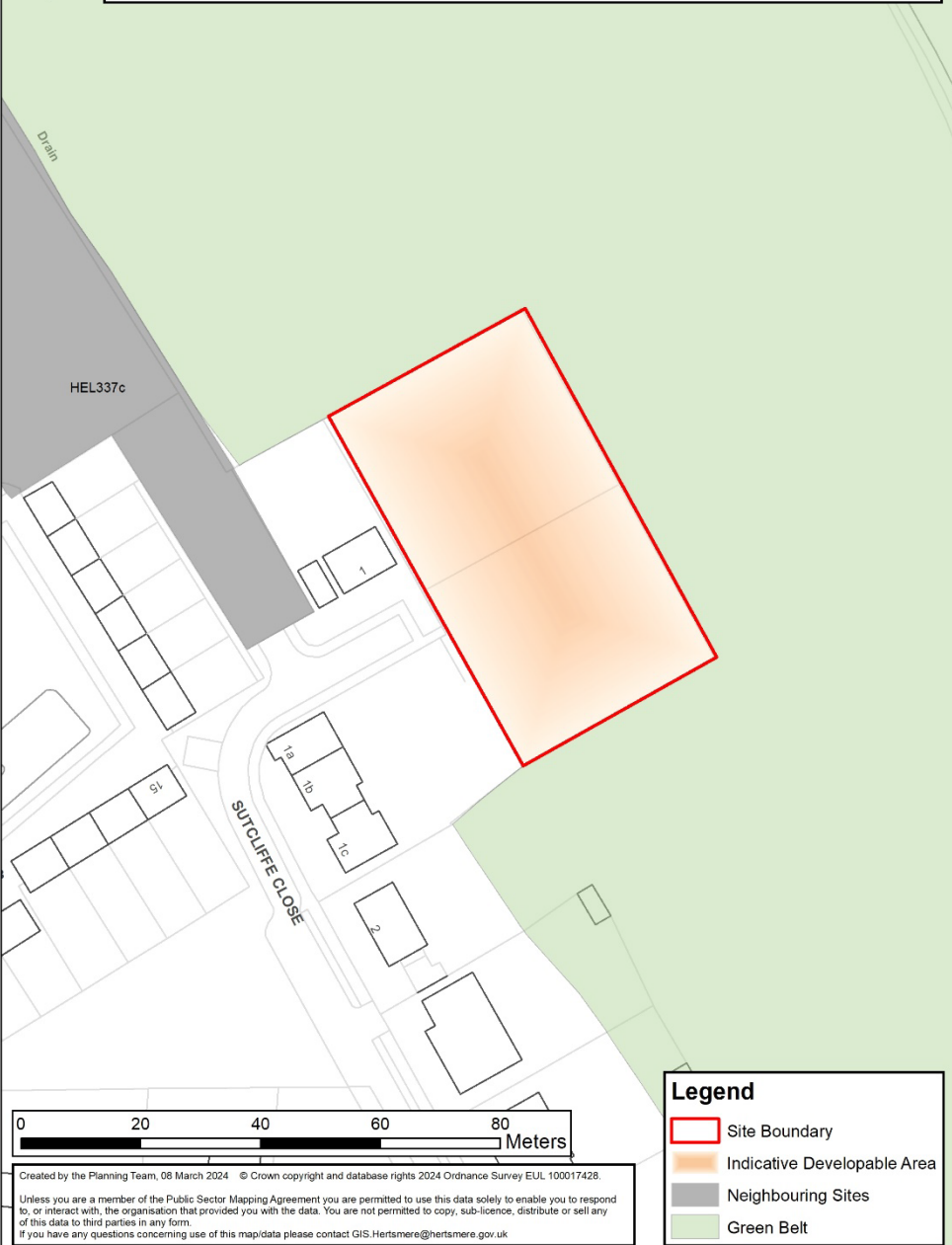


Site Description	The site is the former Bushey Golf and Country Club. Currently an events/banqueting facility and restaurant exist on site. The site lies on the southern side of Bushey High Street close to the historic core of the village as well as the residential area of Bushey.				
Site Area (Hectares)	23.51	Gross Developable Area (Hectares)	3.9	Net Developable Area (Hectares)	2.93
Proposed Use (Use Class)	Residential (C3), Community Facility with parking and Public Open Space		Estimated Delivery Period		Years 1-10 of the plan
Estimated Density (dwellings per hectare)	56.3	Indicative number of homes	165	Site Matrix Score (out of 55)	27.75
Key Site Considerations <ul style="list-style-type: none">Significant quantum of brownfield land at the front of the site.Applications approved for short-term 'meanwhile' uses.The site has a very small element located within the conservation area to the north-west.It also forms part of an archaeological site.There is also a listed building in close proximity to the site.Re-provision of community uses.Funding long term maintenance of majority of site as public open space in perpetuity. Strategic infrastructure requirements <ul style="list-style-type: none">Contributions towards strategic infrastructure including primary and second education and any required expansion of Little Bushey Surgery.Contribution towards pooled borough wide approach to provision of new indoor and outdoor sports facilities.Provision of new publicly-accessible natural green spaces within the site					



Site Description	The site consists of a golf club house, swimming pool and associated buildings. The site lies on the south-western edge of Bushey Heath. There is a residential area to the north and a golf course then open fields to the south.				
Site Area (Hectares)	4.53	Gross Developable Area (Hectares)	4.53	Net Developable Area (Hectares)	3.4
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		Years 1-5 of the plan
Estimated Density (dwellings per hectare)	5.8	Indicative number of homes	20 (PDL area only)	Site Matrix Score (out of 55)	N/A - as site would remain in Green Belt
Key Site Considerations <ul style="list-style-type: none">No significant environmental or topographical constraints affecting the previously developed part of the site being promoted for development.A figure of 20 homes is based on proportionate replacement of Previously Developed Land and buildings.The clubhouse and some other buildings are locally listed which would need to be addressed at planning application stage. There are various areas of hardstanding including small car parks.An application has been approved (20/0198/FUL) subject to Section 106 agreement.Site would not need to be released from Green Belt subject to quantum of development coming forward.					
Strategic infrastructure requirements <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

Site: HEL337b
Location: Land East of Farm Way (site 2), Bushey



Site Description	Former tennis courts, adjoining residential development to the west but otherwise surrounded by open fields.				
Site Area (Hectares)	0.25	Gross Developable Area (Hectares)	0.25	Net Developable Area (Hectares)	0.25
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	40	Indicative number of homes	10	Site Matrix Score (out of 55)	25.75

Key Site Considerations

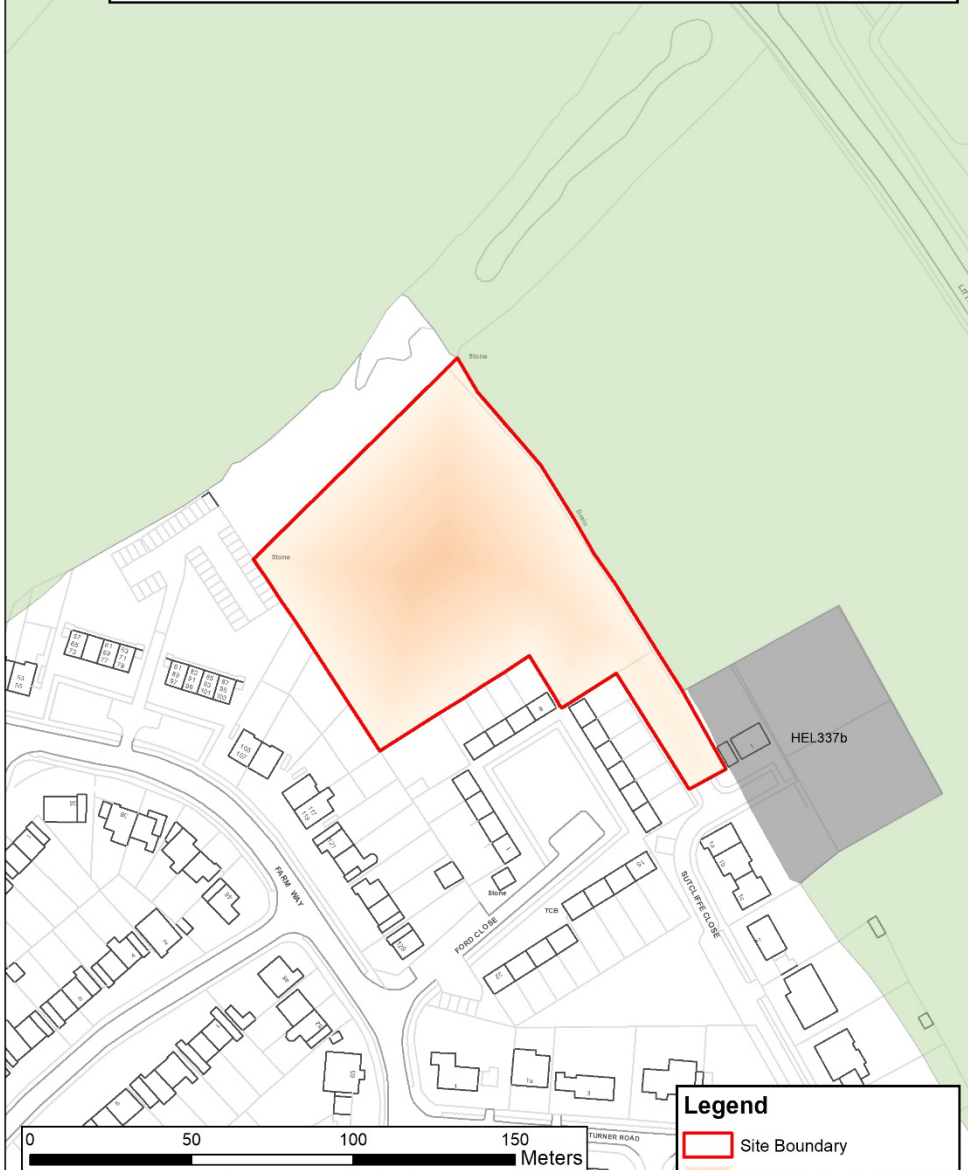
- The site gains access off Sutcliffe Close and a transport assessment would be expected.
- The site is surrounded on three sides by a Local Wildlife Site (Meadow NW of Tylers Farm).
- A low Site Matrix score due to it being located within a larger well performing Green Belt area but considered suitable as site comprises a small self-contained area of previously developed land.

Strategic infrastructure requirements

- Contributions expected for strategic infrastructure as necessary.



Site: HEL337c
Location: Land East of Farm Way (site 1), Bushey



Legend

- Site Boundary
- Indicative Developable Area
- Neighbouring Sites
- Green Belt

Site Description

The site is adjoining the residential area at the edge of Bushey where open countryside meets the edge of the built-up area. The site gains access off Sutcliffe Close.

Site Area (Hectares)

0.84

Gross Developable Area (Hectares)

0.84

Net Developable Area (Hectares)

0.71

Proposed Use (Use Class)

Residential (C3)

Estimated Delivery Period

Years 1-5 of the plan

Estimated Density (dwellings per hectare)

42

Indicative number of homes

30

Site Matrix Score (out of 55)

N/A - as site is not in Green Belt

Key Site Considerations

- Safeguarded for housing land in current Local Plan – no longer in Green Belt.
- The site gains access off Sutcliffe Close and a transport assessment would be expected.
- Planning application submitted for 27 dwelling units (23/1135/OUT).
- There are no known environmental or topographical constraints affecting the site.
- In close proximity to a Local Wildlife Site and a full survey will be required prior to development.

Strategic infrastructure requirements

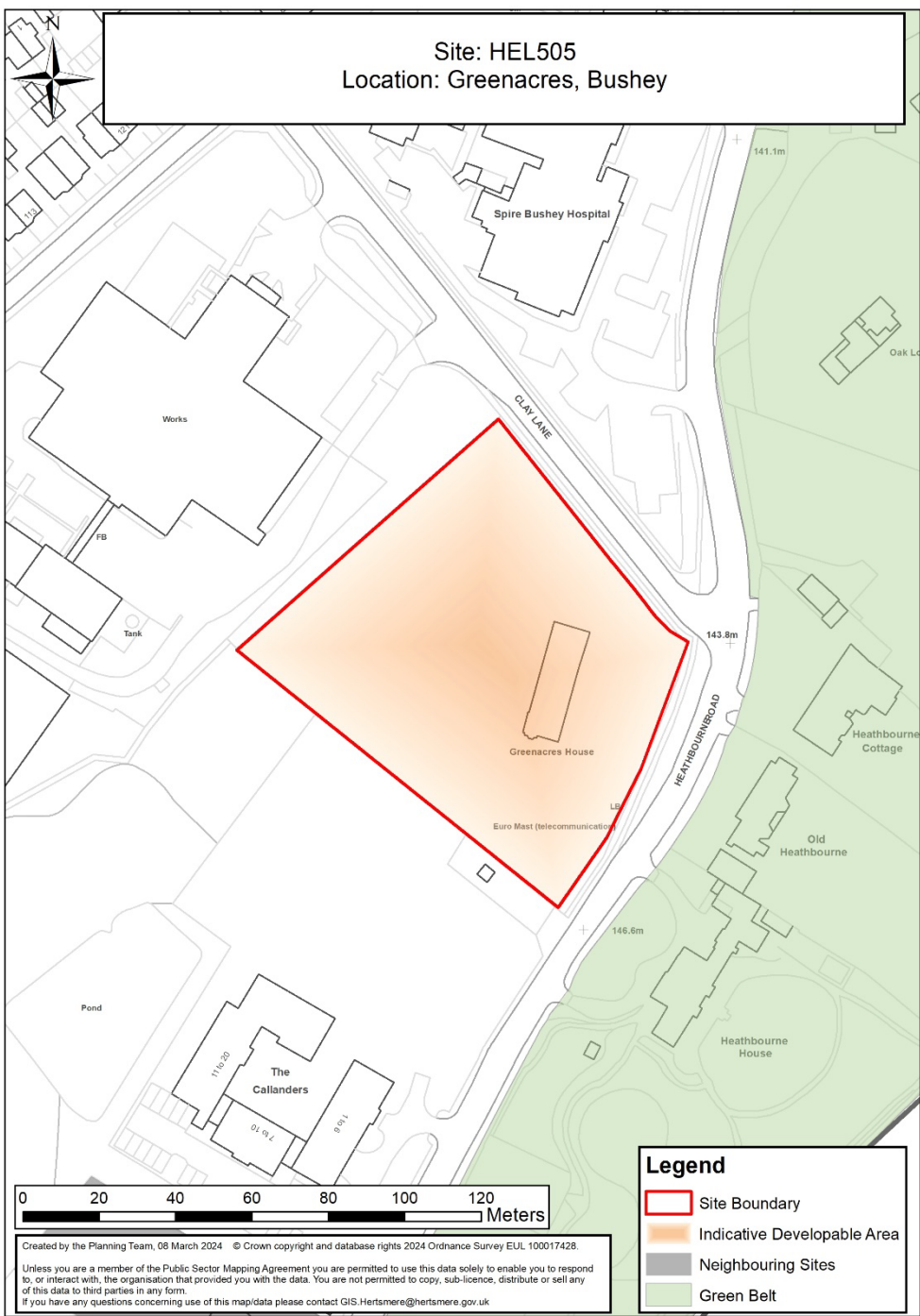
- Contributions expected for strategic infrastructure as necessary.



Site: HEL502
Location: Birchville Cottage, Bushey



Site Description	The site is surrounded by residential development to south, north and east and covered reservoirs to west. It is on the edge of the built-up area of Bushey. Stanmore Common (Green Belt) lies to the east. The site currently comprises a large residential house and a number of mature trees.				
Site Area (Hectares)	0.29	Gross Developable Area (Hectares)	0.29	Net Developable Area (Hectares)	0.29
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	52	Indicative number of homes	15	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <ul style="list-style-type: none">The site is no longer located within the Green Belt and is currently occupied by a single dwelling.It is also safeguarded land for housing in the current Local Plan. <div>Strategic infrastructure requirements</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					



Site Description	The site contains a large family home and mature trees. Spire Hospital is located to the north, Affinity Water pumping station to the west, and residential properties to the south and east. The site is on the edge of the built-up area of Bushey. There is a mix of residential and institutional development.				
Site Area (Hectares)	0.78	Gross Developable Area (Hectares)	0.78	Net Developable Area (Hectares)	0.66
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	53	Indicative number of homes	35	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <div><ul style="list-style-type: none">The site is not located within the Green Belt and is currently occupied by a single dwelling.It is also safeguarded land for housing in the current Local Plan.The site is covered by a number of Tree Preservation Orders and a Tree Protection Plan would be required.</div> <div>Strategic infrastructure requirements</div> <div><ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.</div>					



5.4 Potters Bar

Potters Bar is the third largest town in Hertsmere and the key urban settlement in the east of the borough with a number of major employers, two distinct town centres and thriving industrial areas.

Following the arrival of the Great Northern railway in 1850, the town expanded quickly in the latter half of the 19th century and more notably during the inter-war period in the 20th century. There are two Conservation Areas, west of Darkes Lane and east of Baker Street, the former dominated by older detached properties and the latter by a series of different inter-war bungalow types.

The development of two distinct shopping areas have arisen with the original High Street, on the historic Great North Road, joined by a retail centre on Darkes Lane following the arrival of the railway in the town. The prominent 12-storey Canada Life building dominates the skyline and is visible from well beyond the town. The two town centres contain few large stores/ national multiples and have developed in the traditional way along the main town centre streets, with an absence of purpose-built shopping areas/parks.

There is also an older population in Potters Bar compared to the other main settlements, with a higher proportion of over 65 and a lower proportion of under 18s. The town has seen considerably less development over the past two decades than other urban areas in the borough.

The town has direct access onto the M25 via Junction 24 which runs close to the southern extent of the built-up area. The A1000 or Great North Road which is also Potters Bar High Street, links with High Barnet to the south and Hatfield to the north. Together with Mutton Lane and Darkes Lane, these main roads running through Potters Bar are busy thoroughfares which have helped shape the town but have created traffic pinch-points and also caused severance for pedestrians seeking to cross the town.

Potters Bar has the only station in Hertsmere on the East Coast Mainline, with regular services into London Kings Cross as well recently being added to the Thameslink Network. Frequent bus services also run to the south towards London with regular services to underground stations, such as Cockfosters and High Barnet.

However, there is little east- west public transport, with the rail running north to south and infrequent bus services to the rest of Hertsmere to the west, including Borehamwood. From a sustainable transport perspective, the close proximity of such major roads, particularly the location of both the M25 and A1, can cause further east-west separation challenges between Potters Bar and the remainder of the borough.

National Cycle Network Route 12 runs through the east of the borough adjacent to Potters Bar, providing direct access to Enfield to the south and Stevenage to the north. Opportunities to link new cycleways from the town centre to the national cycle route are currently being explored.

Key Issues and Challenges

- Increasing the supply of new homes within Potters Bar with historic under-delivery of new housing increasing the likelihood of younger people being priced out of the area
- Focusing new development in the most sustainable locations, including the former Potters Bar golf course, with strong links to the town centre and railway station to the south, and the Canada Life site on Potters Bar High Street.
- Improvements to the public realm and the daytime/evening economy in both town centres
- An improved environment around the bus garage

- More play areas and facilities for younger people.
- Reducing congestion including that caused by the diversion of traffic from the M25
- Protecting existing employment areas and supporting appropriately located new employment opportunities

Potters Bar statistics:

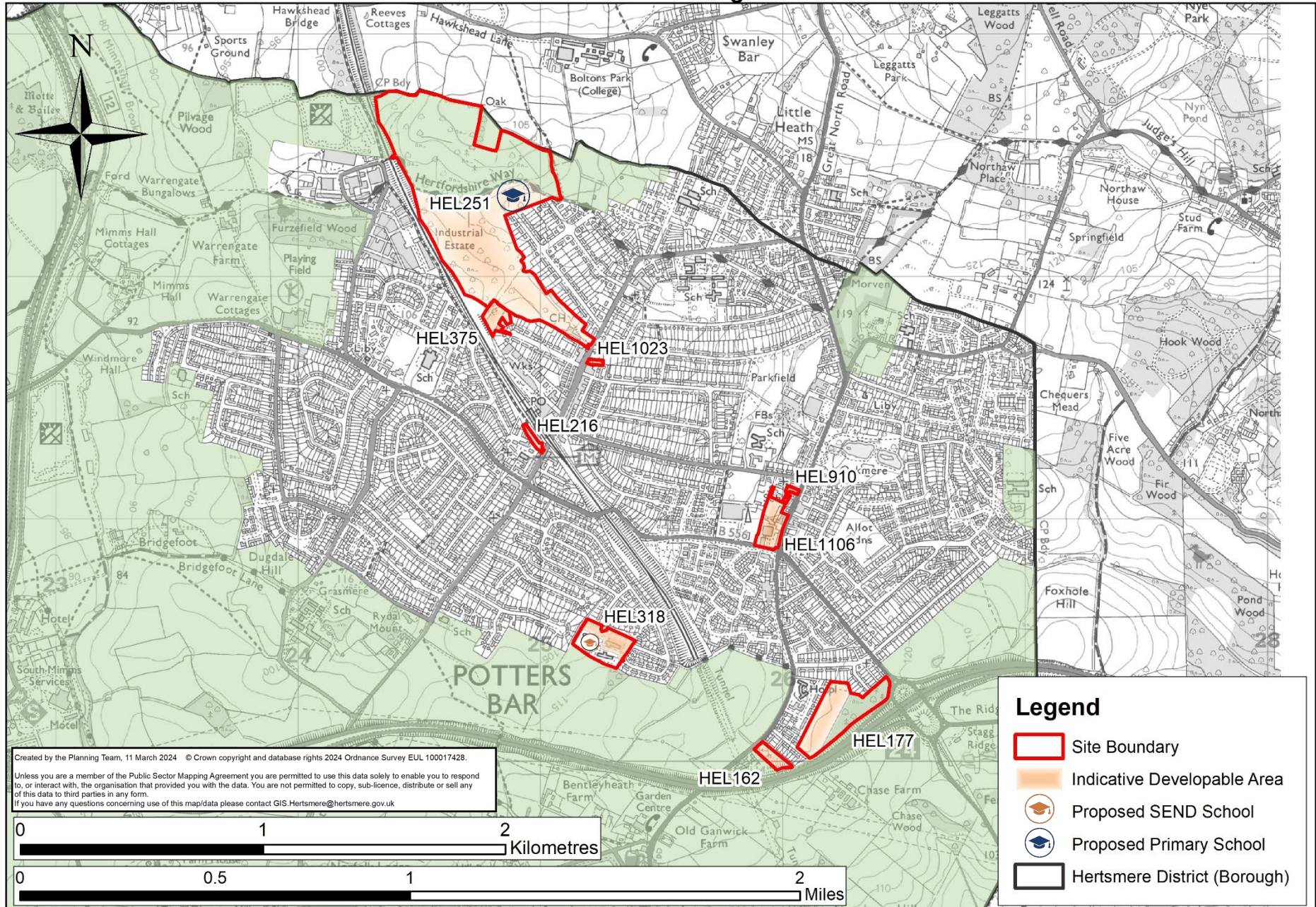
- **Population: 23,398**
- **Built-up area: 2.4 miles² / 6.1km²**
- **Population density: 9,859 people per mile² / 3,806 people per km²**
- **Population change between 2011 Census and 2021 Census: +0.32%**
- **New homes built in current Local Plan period (2012-27): 502**
- **Proposed new homes: 1,070**
- **Proposed Green Belt area: 26.98 hectares**
- **Change to number of new homes proposed in 2021: -54%**
- **Change to area of Green Belt proposed in 2021: -71%**

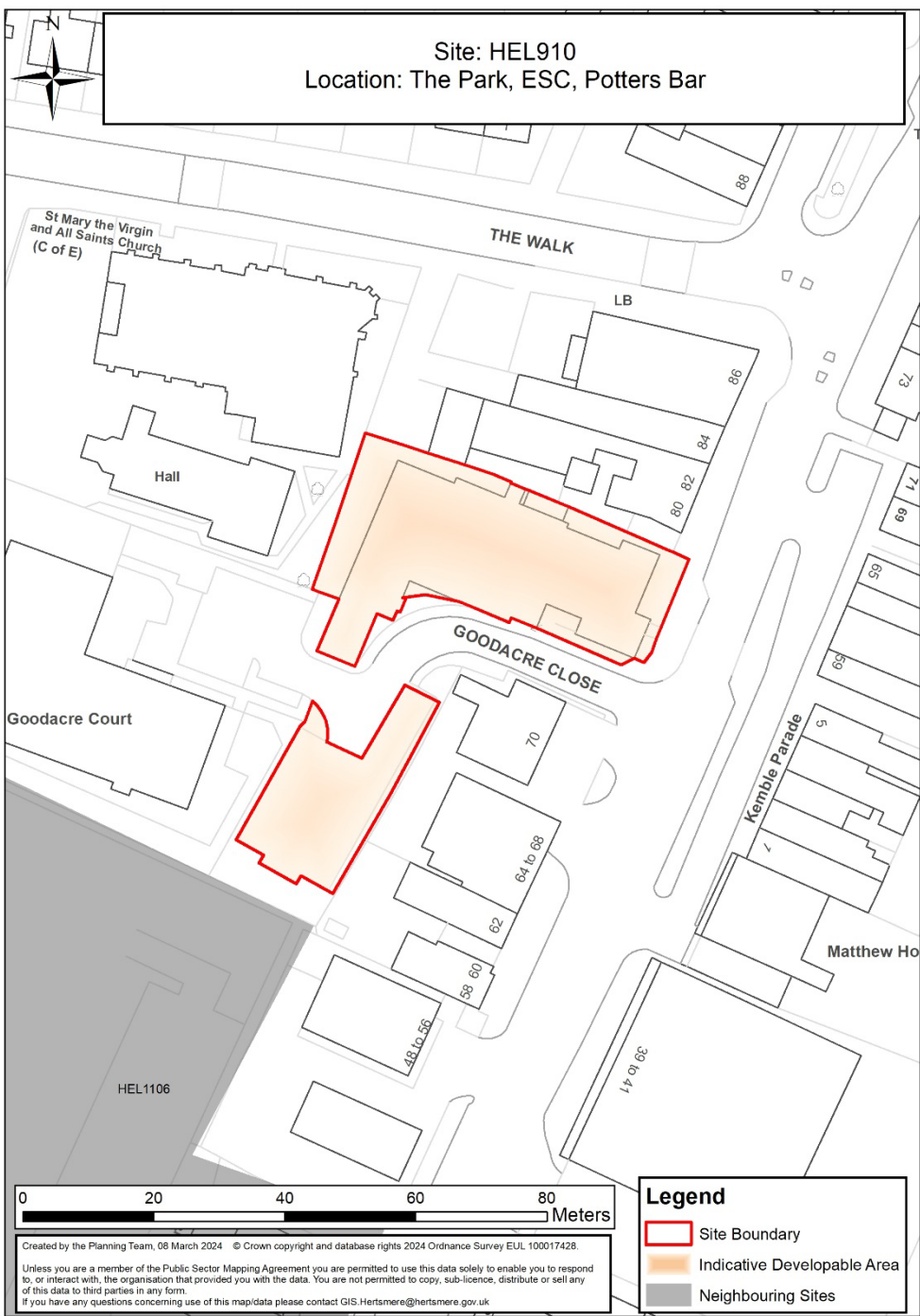
Required infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

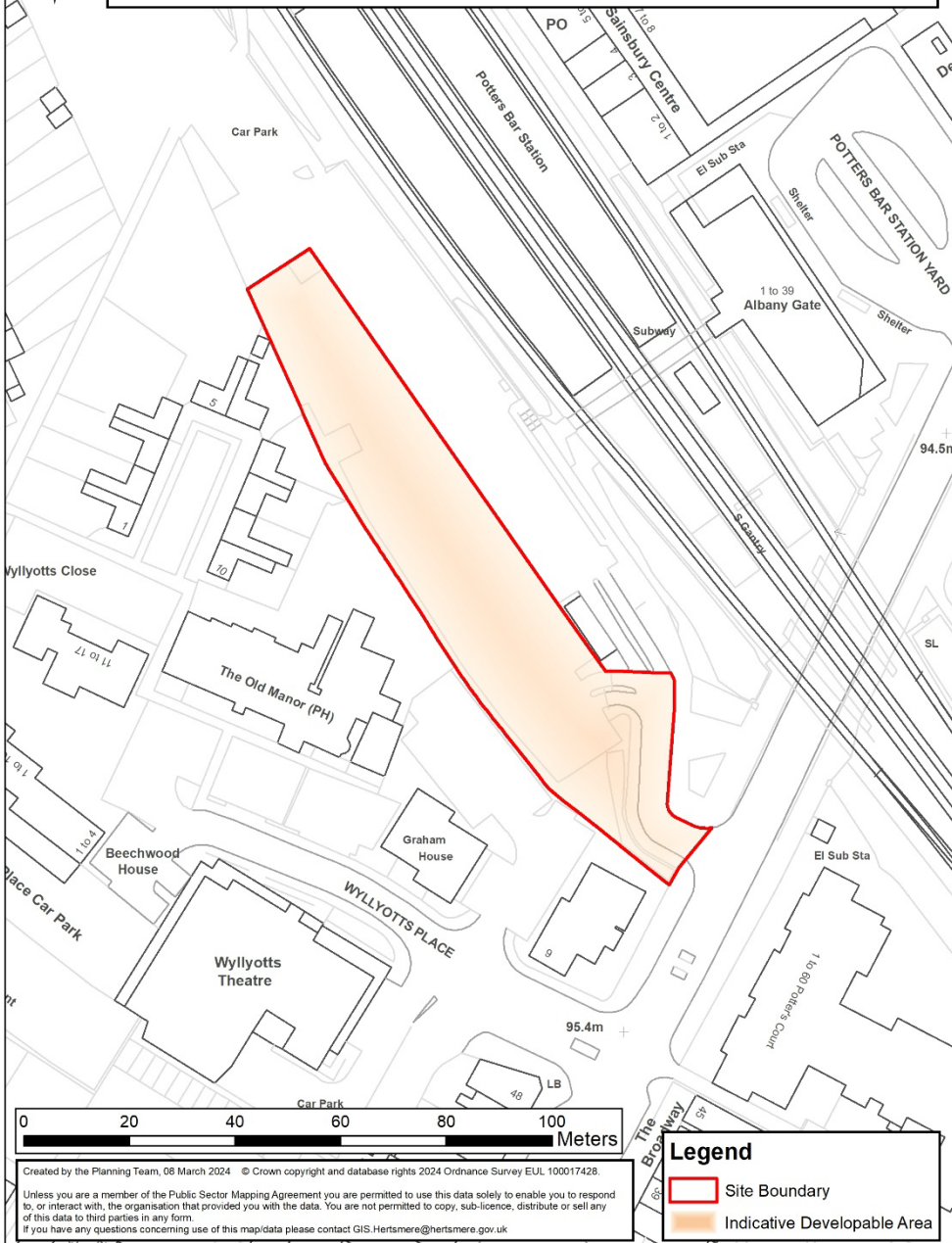
- **Bus** – The South Central Growth and Transport Plan includes a package of measures to improve the provision and attractiveness of bus services within and to Potters Bar
- **Active travel** – The South Central Growth and Transport Plan includes a package of measures to improve the provision for cyclists and pedestrians. This will include improving the attractiveness of cycling links north into Welwyn Hatfield and south to North London
- **Education** – Primary education provision within Potters Bar is already constrained, and HCC has previously indicated a need for temporary arrangements to address existing under capacity. The level of housing growth potentially anticipated in Potters Bar would likely necessitate a 3FE and a 2FE Primary School. There is no requirement for further secondary provision although the education authority has previously indicated that higher levels of development, in excess of 2,000 homes, would require the delivery of a new secondary school. A new SEND school is proposed to be developed to the south of Potters Bar as part of the site allocation HEL318.
- **Primary healthcare** – The NHS (through the local Integrated Care Board) has previously indicated there is no need for a new general practice surgery.
- **Green infrastructure** – There is an identified deficit indicated for open space in terms of formal parks/gardens in Potters Bar. Further to this, a provision of informal natural greenspace is identified, with a specific opportunity around and along Potters Bar brook in the north of Potters Bar
- Further information can also be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](http://swhertsplan.com)

Potters Bar





Site: HEL216
Location: Land west of Potters Bar station, Potters Bar



Site Description	Relatively narrow site currently comprising a car park, adjacent to Potters Bar Railway Station off Darkes Lane. Other surrounding uses include semi-detached residential uses to the west and more dense maisonette/court style properties to the south-west, near the centre, as well as a listed pub, the Old Manor.				
Site Area (Hectares)	0.28	Gross Developable Area (Hectares)	0.28	Net Developable Area (Hectares)	0.28
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	196	Indicative number of homes	55	Site Matrix Score (out of 55)	N/A - as site is not in the Green Belt

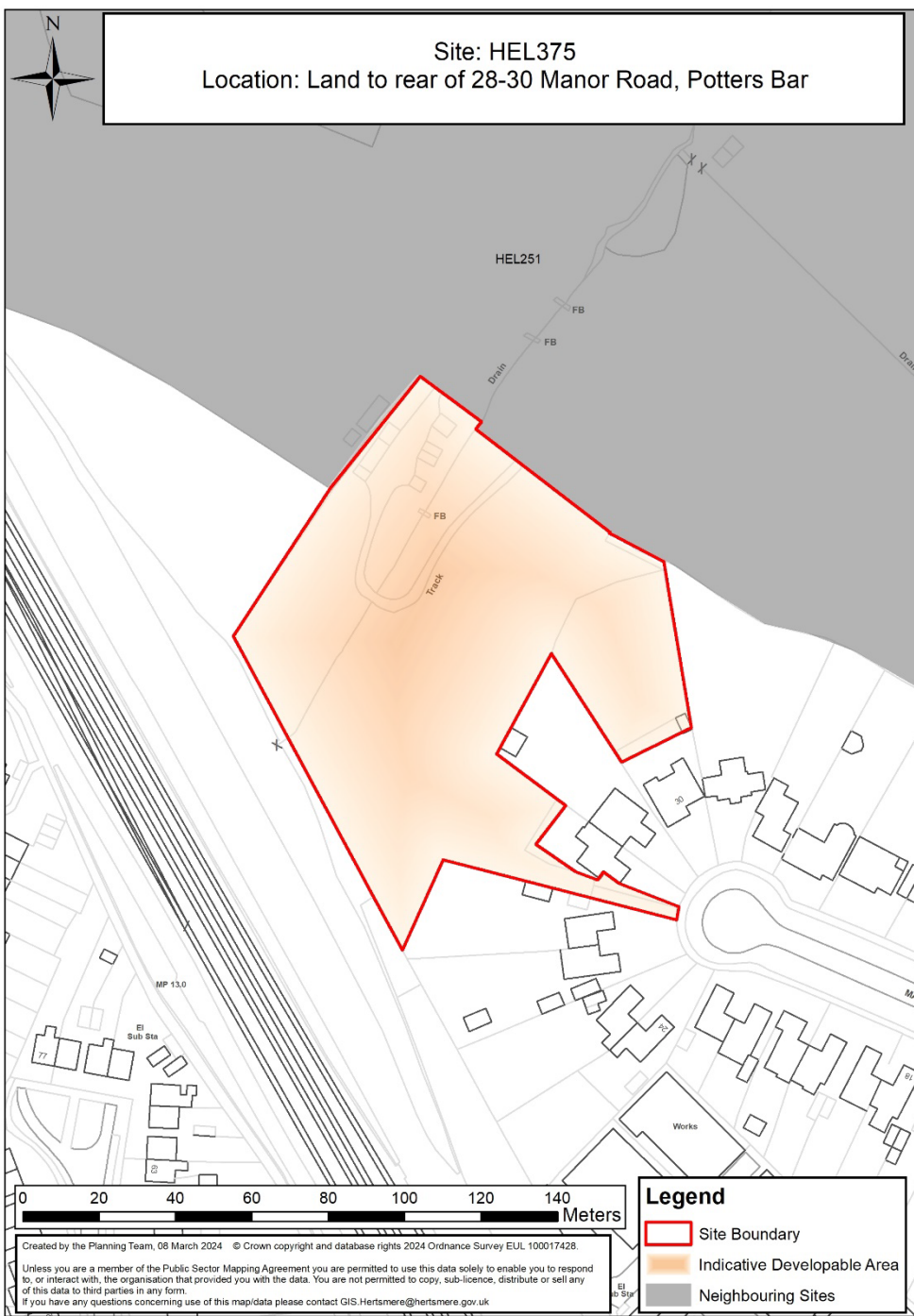
Key Site Considerations:

- Brownfield development opportunity – current government consultation proposes applying a presumption in favour of sustainable development on brownfield sites
- The site is an existing private car park for Potters Bar railways station and for Albany House Residents for whom parking will need to be retained. Studies have shown a reduction in travel to London since COVID-19 with a subsequent surplus in parking provision
- Design and massing considerations with reference to adjacent listed pub, narrow nature of the site and flood risk on the access from Darkes Lane

Strategic Infrastructure Requirements:

- Contributions expected for strategic infrastructure as necessary.

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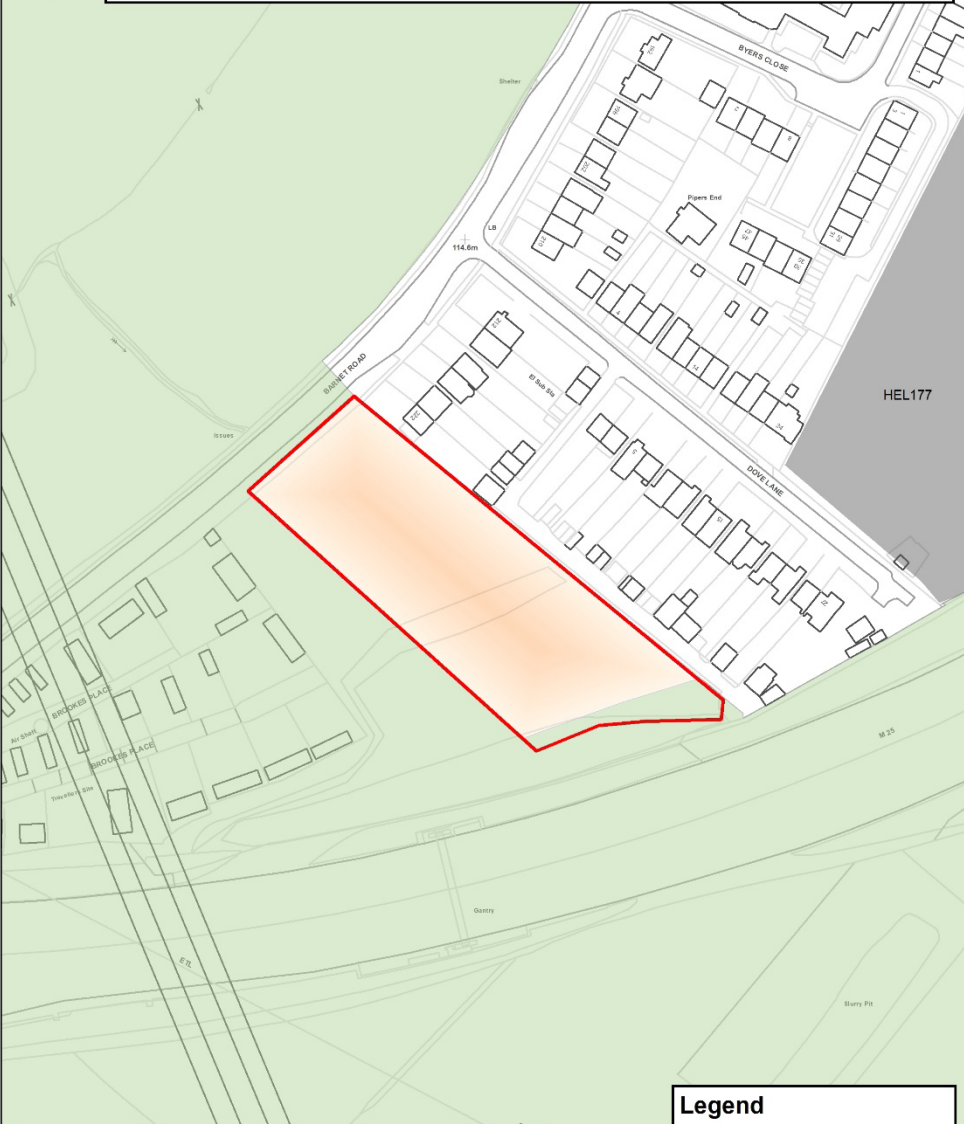


Site Description	Site is situated at the end of Manor Road on the northern edge of Potters Bar urban area. It is currently an undeveloped field/paddock used for equestrian purposes, with a small watercourse running across the top third of it. It is surrounded by trees on three sides with a row along the course of the stream. The site is surrounded by mainly semi-detached and detached properties and partly by the golf course. Although the area is largely open the surrounding residential area and railway are urbanising influences				
Site Area (Hectares)	0.92	Gross Developable Area (Hectares)	0.92	Net Developable Area (Hectares)	0.78
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	51	Indicative number of homes	40	Site Matrix Score (out of 55)	39
<div>Key Site Considerations:</div> <ul style="list-style-type: none">Watercourse running through the site will require a development easement, plus further undeveloped areas outside the extent of the floodplain.May benefit in working with promoter of larger adjacent HEL251 Potters Bar Golf Club site, including the potential for a means of secondary access and egress in times of flood from HEL251Railway directly to the west may require some mitigation/design considerations <div>Strategic Infrastructure Requirements:</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

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Site: HEL162
Location: Land south of Barnet Road, Potters Bar



Legend	
	Site Boundary
	Indicative Developable Area
	Neighbouring Sites
	Green Belt

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Site Description	Site is an undeveloped field fronting onto Barnet Road, between the settlement edge of Potters Bar and a Gypsy and Traveller Site. The rear of the site backs onto the M25, with a bund and wooded area within the site boundary.				
Site Area (Hectares)	0.71	Gross Developable Area (Hectares)	0.67	Net Developable Area (Hectares)	0.58
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		Years 1-5 of the plan
Estimated Density (dwellings per hectare)	52	Indicative number of homes	30	Site Matrix Score (out of 55)	45

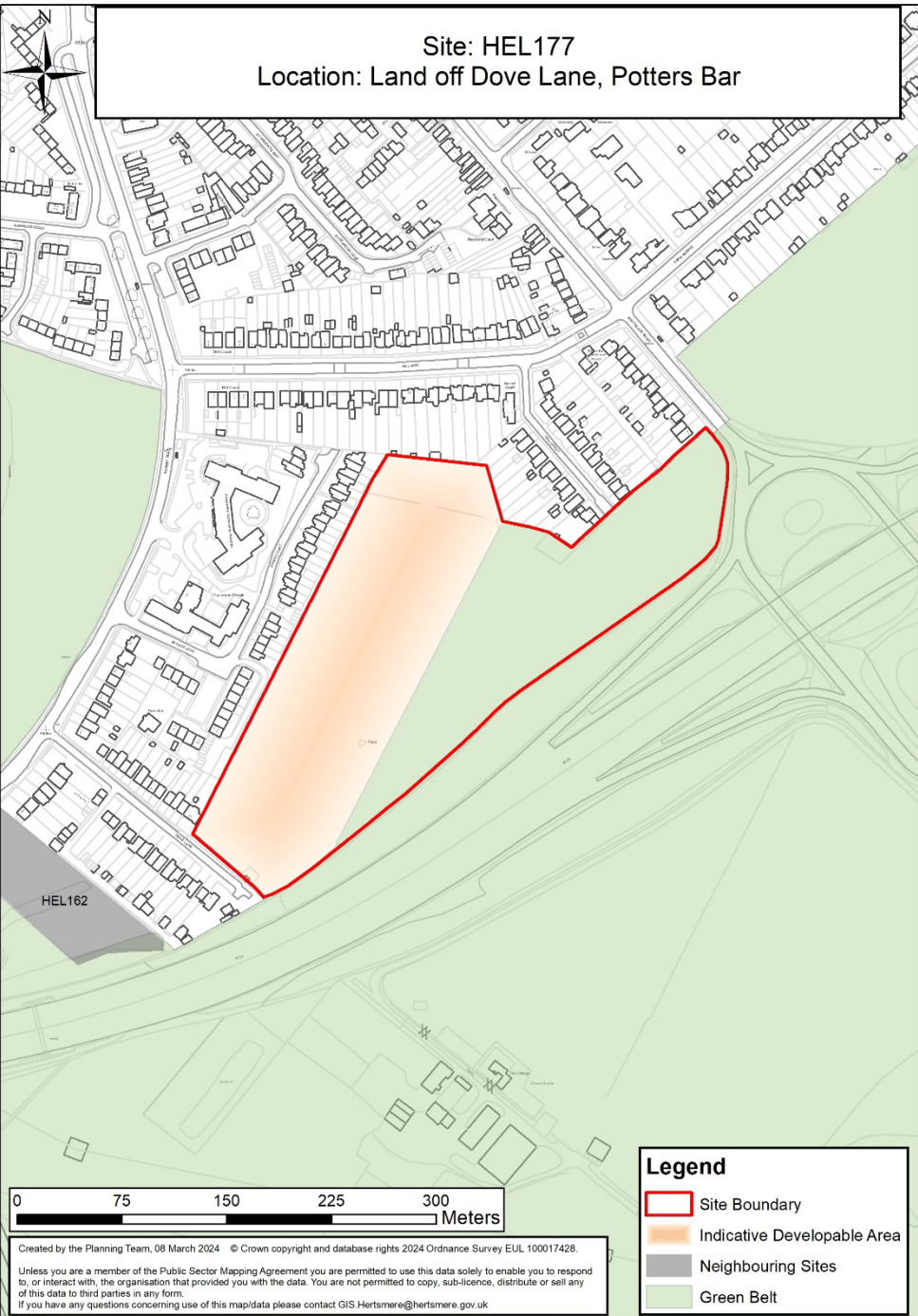
Key Site Considerations:

- The rear of the site backs on to the M25. While the existing woodland and bund provides some mitigation, assessments will need to be undertaken to establish if further mitigation is required.
- The access to the site is currently obscured, but there is a gate onto Barnet Road. Access will need formalising the access arrangements given that it is relatively busy and narrow road on a curve.

Strategic Infrastructure Requirements:

- Contributions expected for strategic infrastructure as necessary.

Site: HEL177
Location: Land off Dove Lane, Potters Bar



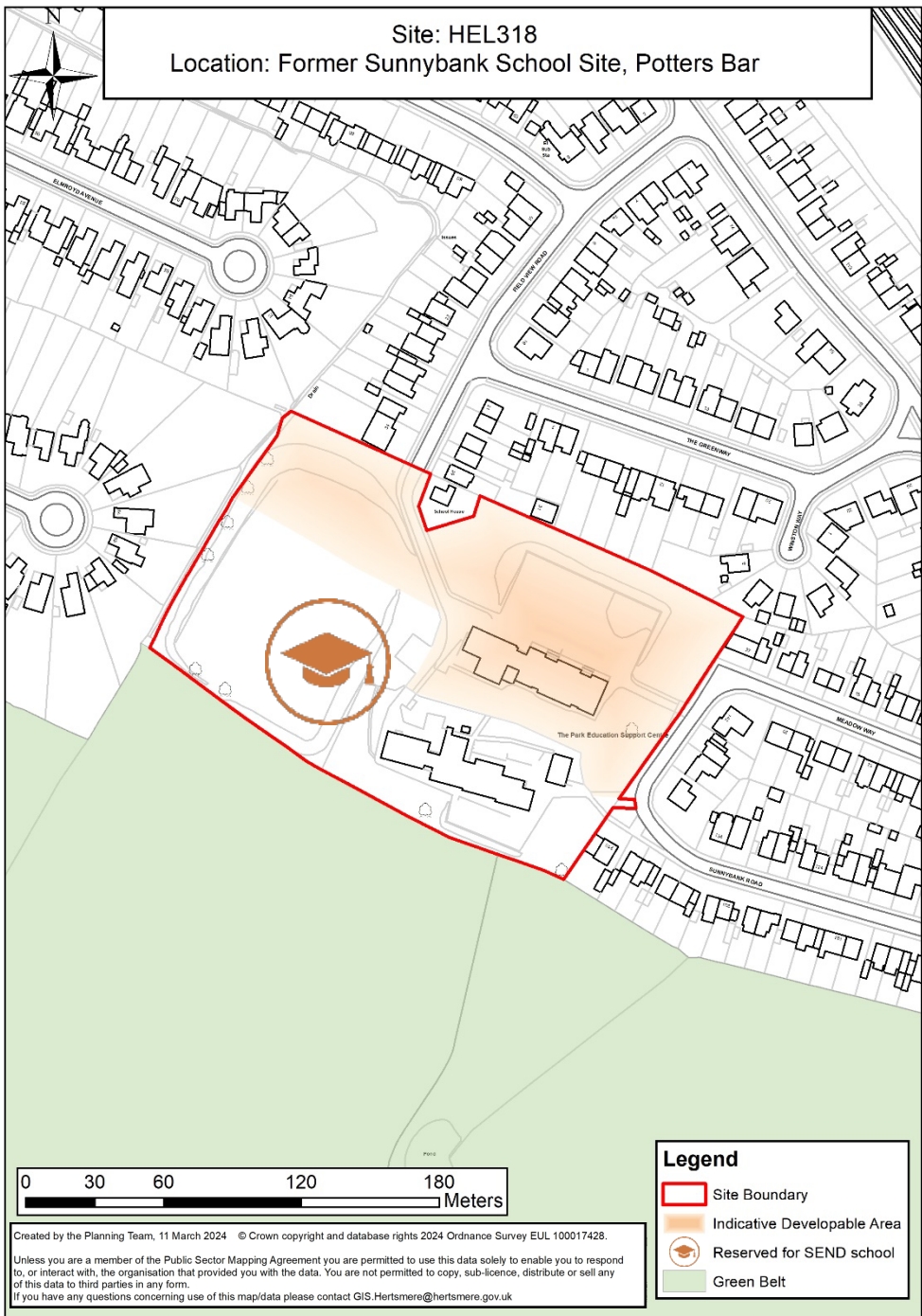
Site Description	Site is currently a field used for grazing. It is situated between the existing south-east development edge of Potters Bar and bounded by woodland to the east and the M25 beyond. Surrounding development consists largely of terraced properties and flats on three sides and the woodland and M25 to the east.				
Site Area (Hectares)	5.38	Gross Developable Area (Hectares)	3.07	Net Developable Area (Hectares)	2.30
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		Years 1-10 of the plan
Estimated Density (dwellings per hectare)	41	Indicative number of homes	95	Site Matrix Score (out of 55)	45.75

Key Site Considerations:

- Assessment of the wooded area for a potential woodland TPO
- Access from Dove Lane
- Although the existing woodland will provide a certain level of mitigation from the M25, appropriate mitigation will be required particularly to the south where the woodland tapers off. Measures may include landscaping and/or an acoustic bund.

Strategic Infrastructure Requirements:

- Development should include a cycle/pedestrian route from the site to Barnet Road via Hill Crest and Hill Rise, facilitating a link to National Cycle Route 12.
- Contributions to off-site sustainable travel initiatives, such as a priority bus route within a 5 minute walk of site on the A100 Barnet Road, from the main Potters Bar centres and interchange/Park and Ride at South Mimms.



5.5 Radlett

Radlett is the fourth largest settlement within Hertsmere and also provides services and amenities for nearby villages and hamlets. Despite its village character, Radlett has many of the services of a small town with a busy district centre running along Watling Street, an ancient Roman road.

The Radlett North and Radlett South Conservation Areas cover the centre of Radlett, and are focussed along Watling Street, Cobden Hill and some surrounding roads.

Following the introduction of the railway in 1868, development of the residential area to the east and west of Watling Street began, including public housing at Battlers Green Drive. By the outbreak of the Second World War there were around 800 homes and 3,500 people. Radlett continued to grow after the war, including additional public housing at Willow Way. The Newberries Estate, east of the railway line, which was completed during the 1950s and 1960s.

Radlett district centre is a key retail and leisure hub for the area. Watling Street has a high proportion of independent retail shops, cafes and restaurants when compared with other parts of the borough, as well as a variety of other services including GP surgery, multiple places of worship, the Radlett Centre with its cultural and entertainment programme, and health and beauty outlets.

Radlett does not have any secondary school provision and its economic output is lower than the larger built-up areas within the borough as it functions primarily as a commuter settlement. The railway remains the primary focus of public transport in Radlett, but it also has bus links to St Albans, Borehamwood, Watford and Shenley.

Radlett has accommodated a relatively small number of new homes in recent years; many of these proposals have either been the redevelopment of existing larger family homes or small schemes below 5 units.

Radlett Neighbourhood Plan

The Radlett Neighbourhood Plan (RNP) is part of the development plan for the borough, providing guidance on the type and location of development. The principles contained in the RNP may also inform the treatment of sites to be allocated in Radlett in so far as they are relevant to their setting, location and an efficient use of the land.

Key issues and challenges

- Existing pressures on key services within Radlett such as transport, education and healthcare can be partly attributed to the wider catchment area that its facilities serve.
- Lack of affordable housing delivered on-site as part of housing schemes.
- The absence of a secondary school within Radlett.
- Impact on local character from redevelopment of existing homes into both larger single houses and apartment blocks.
- Peak time congestion on Watling Street.
- Lack of available brownfield sites in Radlett.

Radlett statistics:

- **Population:** 8,190
- **Built-up area:** 1.3 miles² / 3.2km²
- **Population density:** 6,675 people per mile² / 2,577 people per km²
- **Population change between 2011 Census and 2021 Census:** +0.03%
- **New homes built in current Local Plan period (2012-27):** 174

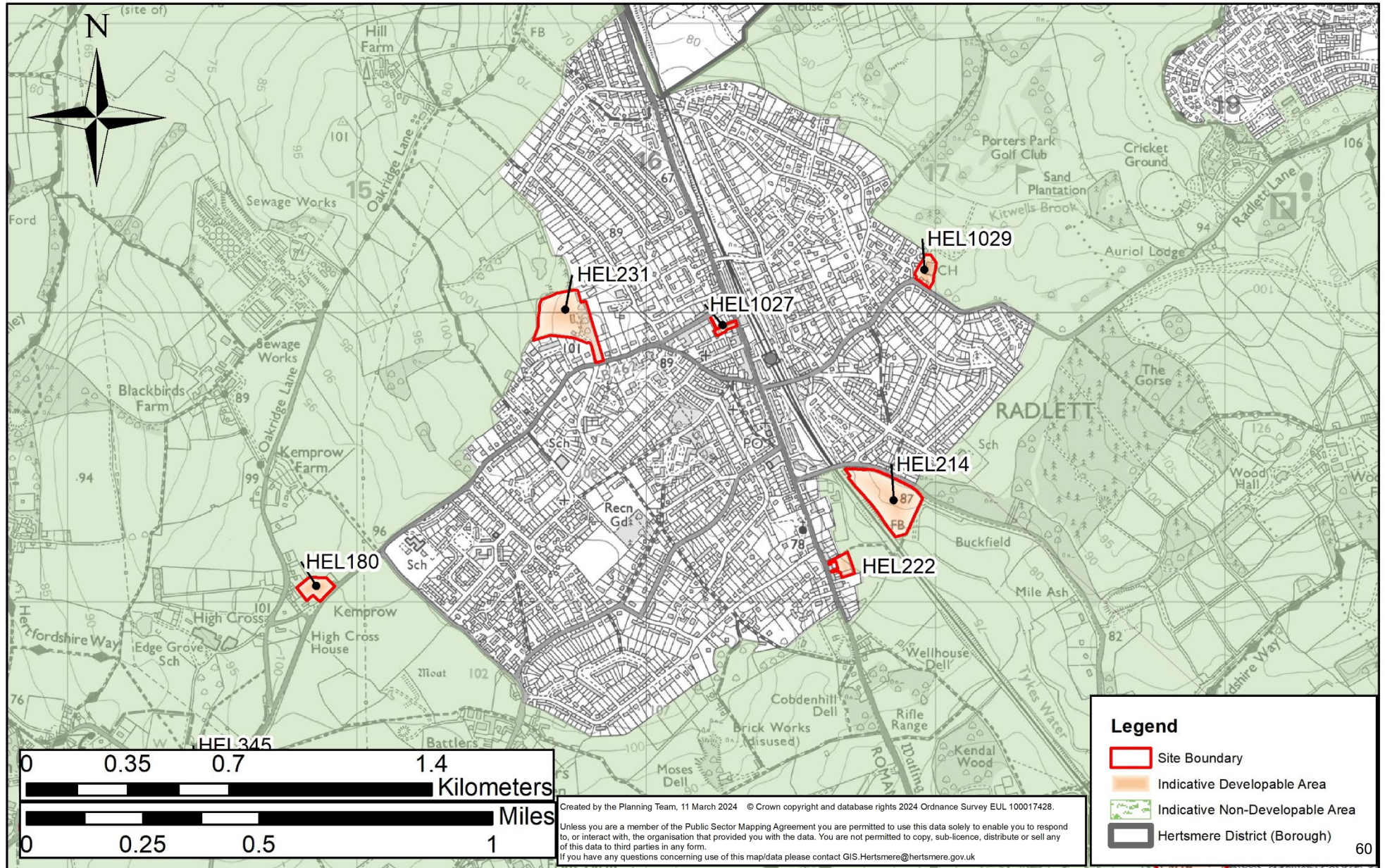
- **Proposed new homes:** 250
- **Proposed Green Belt area:** 3.68 hectares
- **Change to number of new homes proposed in 2021:** -67%
- **Change to area of Green Belt proposed in 2021: (includes new brownfield site in the Green Belt)** -87%

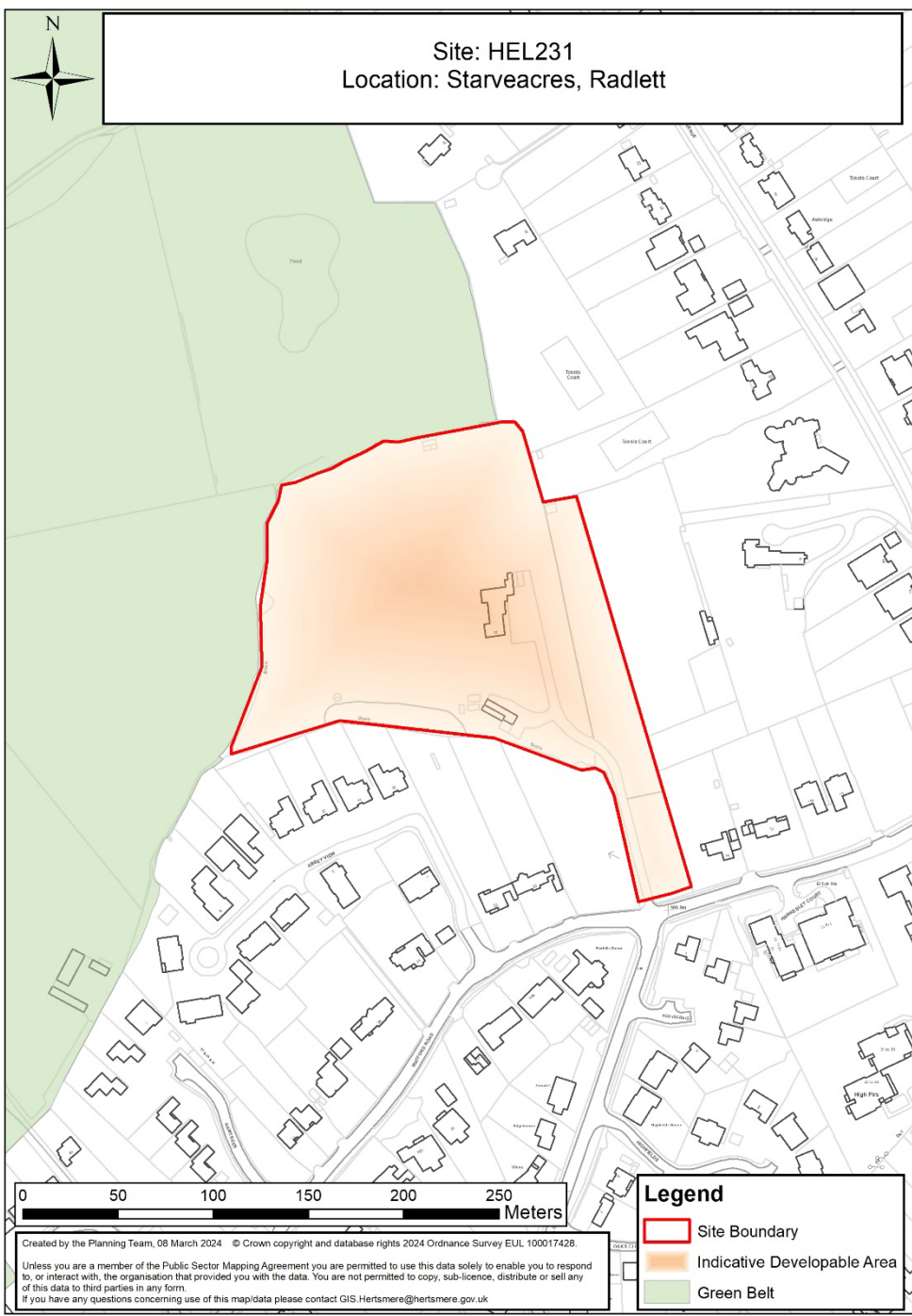
Required Infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

- **Rail and active travel** – The South Central Growth and Transport Plan includes a package of measures to improve the viability of access to Radlett Railway Station by cycling.
- **Primary education** – The level of housing growth previously anticipated in Radlett would have equated to a need for at least 2 forms of primary school entry, through expansions to existing schools and/or the provision of an entirely new school. The revised number of new homes proposed will have a lower impact on primary school place demand.
- **Primary healthcare** – Based upon the potential distribution of development around the borough, the NHS (through the local Integrated Care Board) has previously indicated a need for a new general practice surgery within Radlett, which could potentially be accommodated through the relocation/expansion of the existing Red House Surgery.
- **Secondary education** - The education authority has previously indicated a need for a new secondary school to meet the needs of the Watford-Bushey-Radlett school planning area. However, it has advised that Radlett would not be a suitable location for a new secondary school due to its distance from Watford and Bushey and due to it being too small to support its own secondary school.
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across Radlett, which the Local Plan will need to help address.
- Further information can be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](https://www.swhertsplan.com)

Radlett





Site Description	Site consists of a substantial detached house within a large plot on the northwest urban edge of Radlett. Surrounded by houses to the south and east, the site forms a corner of the existing built form of Radlett, and is bounded to the northwest by open countryside.				
Site Area (Hectares)	2.96	Gross Developable Area (Hectares)	2.96	Net Developable Area (Hectares)	2.22
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	34	Indicative number of homes	75	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt

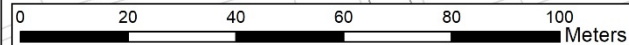
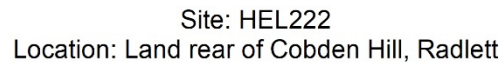
Key Site Considerations

- Site safeguarded for housing in last two Local Plans: no longer in Green Belt.
- Access is relatively narrow and passes through a grove of trees protected by an area Tree Preservation Order. It is considered that this can be suitably addressed through the design of the access, but may be a constraint on higher density development.

Strategic infrastructure requirements

- Contributions expected for strategic infrastructure as necessary.

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Legend

-  Site Boundary
 Indicative Developable Area
 Green Belt

Key Site Considerations

- Site is garden land within the existing urban area: not in Green Belt.
- Design and layout must be sympathetic towards heritage constraints, namely Radlett South Conservation Area and locally listed houses 5-23 Cobden Hill.
- Vehicular access is constrained by existing houses 5-23 Cobden Hill.
- Adequate mitigation needed against the impact of the railway on future occupants.

Strategic infrastructure requirements

- Contributions expected for strategic infrastructure as necessary.



Site Description	The site incorporates an existing skincare clinic (formerly a pair of semi-detached houses) on Watling Street, and a yard/parking area and single storey buildings to the rear. Adjoins a veterinary clinic, and abuts the rear of houses on Park Road. The site boundary includes a narrow access road between houses on Park Road.				
Site Area (Hectares)	0.18	Gross Developable Area (Hectares)	0.18	Net Developable Area (Hectares)	0.18
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	56	Indicative number of homes	10	Site Matrix Score (out of 55)	N/A - as site is not in Green Belt
<div>Key Site Considerations</div> <ul style="list-style-type: none">Brownfield development opportunity – current government consultation proposes applying a presumption in favour of sustainable development on brownfield sitesExisting houses fronting Watling Street limit the development potential of the site, which is in the Radlett North Conservation Area.Secondary access from Park Avenue.Live planning application for 7 units. Lapsed permission for 5 units. <div>Strategic infrastructure requirements</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

5.6 Shenley

Shenley lies a relatively short distance to the north of Borehamwood and to the east of Radlett. It is the largest of the three identified 'key villages' in Hertsmere. The original village along London Road has its origins in early medieval times and was formed around what is known locally as 'The Triangle' before expanding mainly in a linear form south along London Road. The village later expanded predominantly to the east of London Road, due to the presence of Shenley Grange and its grounds on the western side, which has since been demolished. A large part of the village is designated as a conservation area, the largest in Hertsmere. There is a high density of listed buildings and structures within the village.

The newer part of the village, west of London Road and north of the original settlement, was developed on the site of a former hospital in the 1990s at Porters Park. This development more than doubled the size of Shenley in less than 10 years. It is a single large housing development with access onto London Road and Radlett Lane, punctuated by two significant areas of open space in the east and west and a neighbourhood centre, which includes a supermarket and a nursery. A small cluster of housing is also located at Shenleybury, to the north of Porters Park. Notwithstanding the growth of Shenley, it is one of the only parts of the borough to have experienced a reduction in population over the last two Census periods with a recorded reduction of 110 people between 2001 and 2021.

There are several shops, businesses and services, including a post office, GP and dental surgeries primarily split between the two ends of the village. There is also a primary school and a church within the historic core of the village together with a second, voluntary-aided faith school and small office park at Farm Close to the north of the village.

Shenley Neighbourhood Plan

The Shenley Neighbourhood Plan (SNP) is part of the development plan for the borough. It provides guidance on the type and location of development, and a detailed local perspective of the key characteristics, opportunities and challenges within the parish. The principles contained in the SNP may also inform the treatment of development sites in Shenley in so far as they are relevant to their setting and location and enable the efficient development of land.

Key issues and challenges

- Limited infilling has been allowed under the current Local Plan.
- Under the current Local Plan, the former Shenley Hospital housing estate was removed from the Green Belt and a Village Envelope was defined, the rest of the settlement remaining within the Green Belt.
- The identification of suitable land for development and a defensible green belt boundary to meet local needs will be a key consideration for the future sustainability of the village.
- No scope to physically expand the primary school thereby constraining the amount of growth in the village.
- The improvement of cycling and pedestrian links will reduce traffic congestion and improve air quality.

Shenley statistics:

- **Population: 3,558**
- **Built-up area: 0.4 miles² / 0.9km²**
- **Population density: 9,754 people per mile² / 3,766 people per km²**
- **Population change between 2011 Census and 2021 Census: -0.17%**
- **New homes built in current Local Plan period (2012-27): 53**

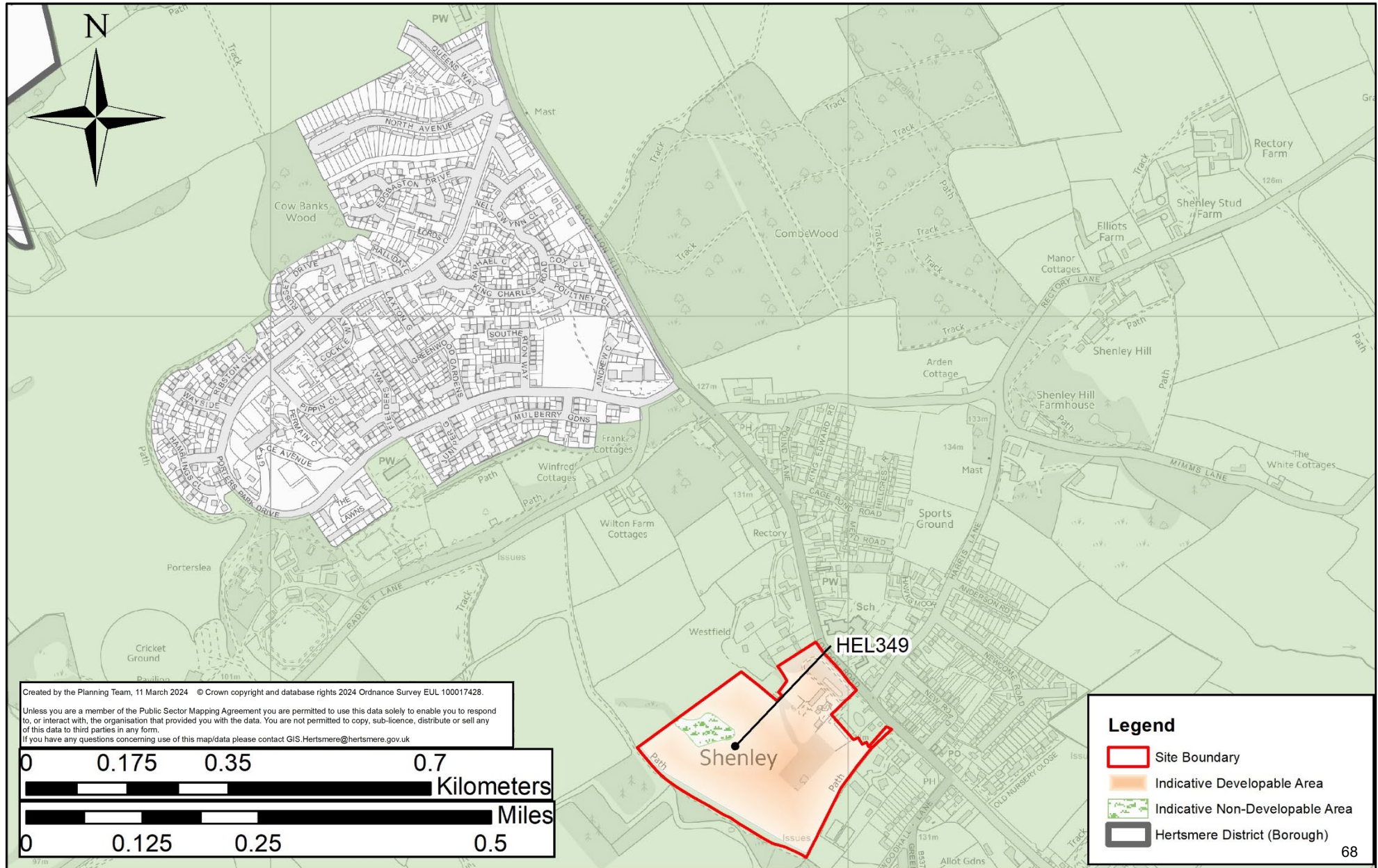
- **Proposed new homes: 180**
- **Proposed Green Belt area: 7.98 hectares**
- **Change to number of new homes proposed in 2021: -38%**
- **Change to area of Green Belt proposed in 2021: -43%**

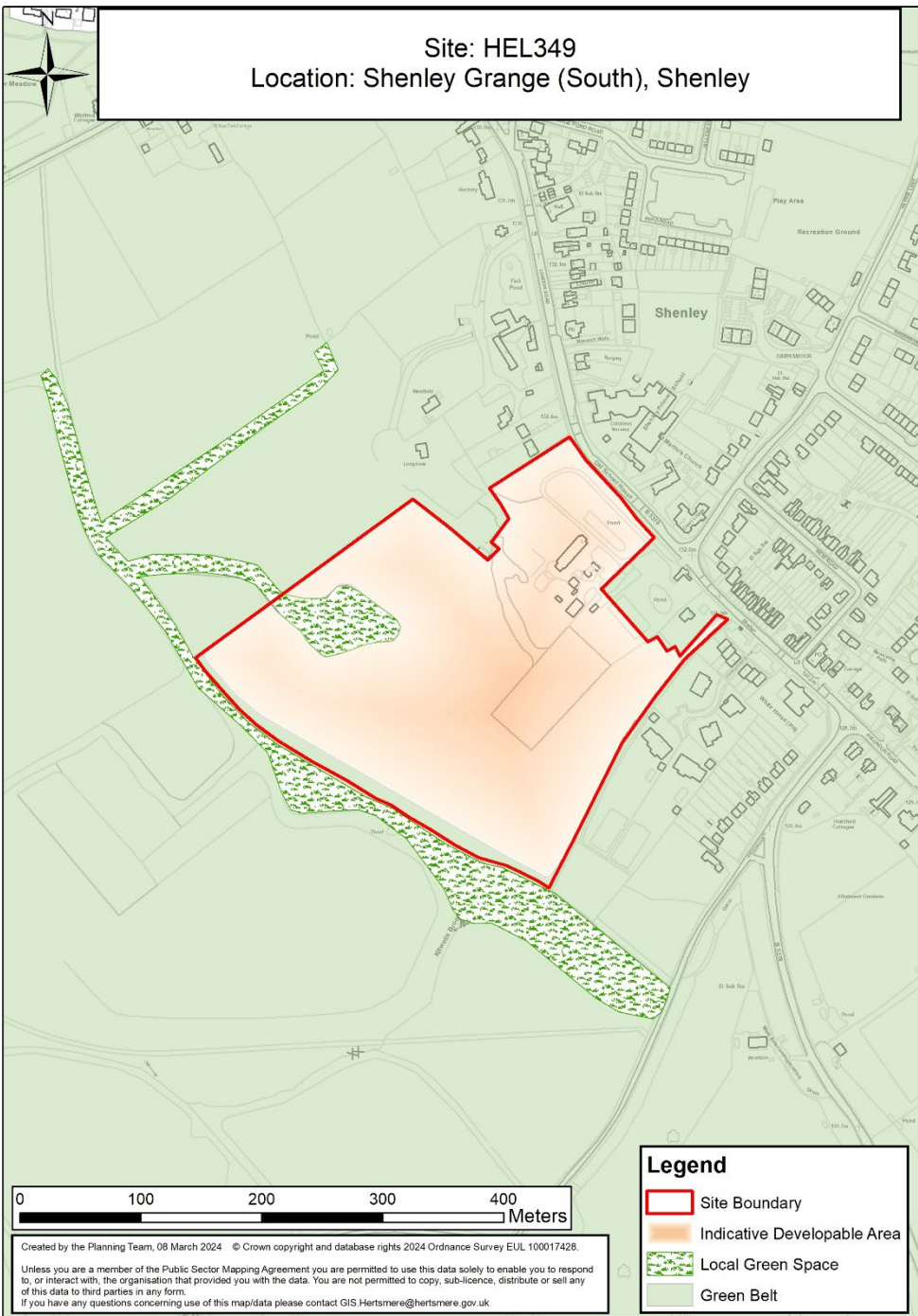
Required Infrastructure:

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

- **Primary education** - The education authority previously indicated that demand arising from the higher level of growth anticipated in the 2021 draft Local Plan could be accommodated within the existing capacity of primary school due, in part, to the quantum of specialist older persons housing proposing.
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across Shenley, which the Local Plan will need to help address. Some new public open space is proposed as part of the development at Shenley Grange. Arrangements will need to be agreed to ensure that it is managed in perpetuity for the benefit of the local community.
- **Primary healthcare** - The Red House Group is the main health care provider in the area with Gateways Surgery operating as a satellite, together with the Park Street practice, to the main site in Radlett. Current analysis conducted by the CCG shows that the Red House Group has capacity to meet the future demands arising from the Local Plan.
- **Bus/active travel** – Public transport and active travel measures within or linking to Shenley, to be established through a sustainable transport study currently being commissioned. The study subsequently identified a proposed active travel link between Shenley and Radlett, via Radlett Lane/Shenley Road, as well as an improved active travel link within the village to Andrews Close.
- Further information can be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](https://www.swhertsplan.com)

Shenley





Site Description	The site lies immediately west of Shenley Village and is mainly grassland with some designated Local Green Space (LGS) to the west. There are open fields to the north, south and west, and dwellings to the east. The LGS to the west incorporates a public footpath.				
Site Area (Hectares)	7.98	Gross Developable Area (Hectares)	7.2	Net Developable Area (Hectares)	5.4
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-10 of the plan	
Estimated Density (dwellings per hectare)	33.3	Indicative number of homes	180	Site Matrix Score (out of 55)	30.5
Key Site Considerations <ul style="list-style-type: none">Creation of a new, defensible Green Belt boundary would be required to the north of the site.The north east part of site, fronting London Road, lies within the Shenley Village Conservation Area and includes an archaeological site.The site is opposite a Grade II listed church and adjacent to locally listed building at 49 London Road.There is a Local Wildlife Site to the south of the site as well as a number of TPOs on the site. Strategic infrastructure requirements <ul style="list-style-type: none">Public transport and active travel measures within or linking to ShenleyContributions expected to strategic infrastructure as necessary.					

5.7 South Mimms

South Mimms village lies within farmland between the A1(M) and M25 to the west of Potters Bar, close to the junction of the two motorways and the South Mimms Motorway Service Area.

The historic centre of the village is a designated conservation area. It includes the linear development extending along Blanche Lane from the thirteenth century Church of St Giles to the small village green and westwards up to the M25 motorway. Despite the proximity of the motorways, the village retains its essentially rural character. This character is however somewhat impacted by the volume of traffic using local roads – including the B556 which runs across the northern part of the village – to gain access to and from the strategic road network at South Mimms and London Colney. The B556 provides South Mimms residents with road links to services and facilities in Potters Bar and London Colney.

South Mimms is primarily residential in character and has limited facilities; these comprise a small primary school and one pub (The White Hart having closed). Residents mainly look to larger nearby settlements, including Potters Bar, for the majority of day-to-day requirements. In recent years the village has seen little new development.

The proposed Bowmans Cross new settlement will impact traffic patterns and interventions needed in South Mimms, but also provide opportunities to enhance connectivity within and to and from the village. This may include measures associated with delivering bus priority services connecting the new settlement with Borehamwood and Potters Bar via South Mimms.

Key issues and challenges

- Protecting the setting and character of the historic core of the village
- Proximity to major strategic road network and motorway service area
- Limited facilities with residents currently required to travel for a large proportion of services – including lack of a convenience store within the village
- Limited current size of primary school with only 0.5 forms of entry limits quantum of development that can be supported without expansion of school capacity
- Severance caused by B556 running through the village
- Need to enhance availability of sustainable transport options within and to/from village
- Addressing speed limits, parking and HGV movements

South Mimms statistics:

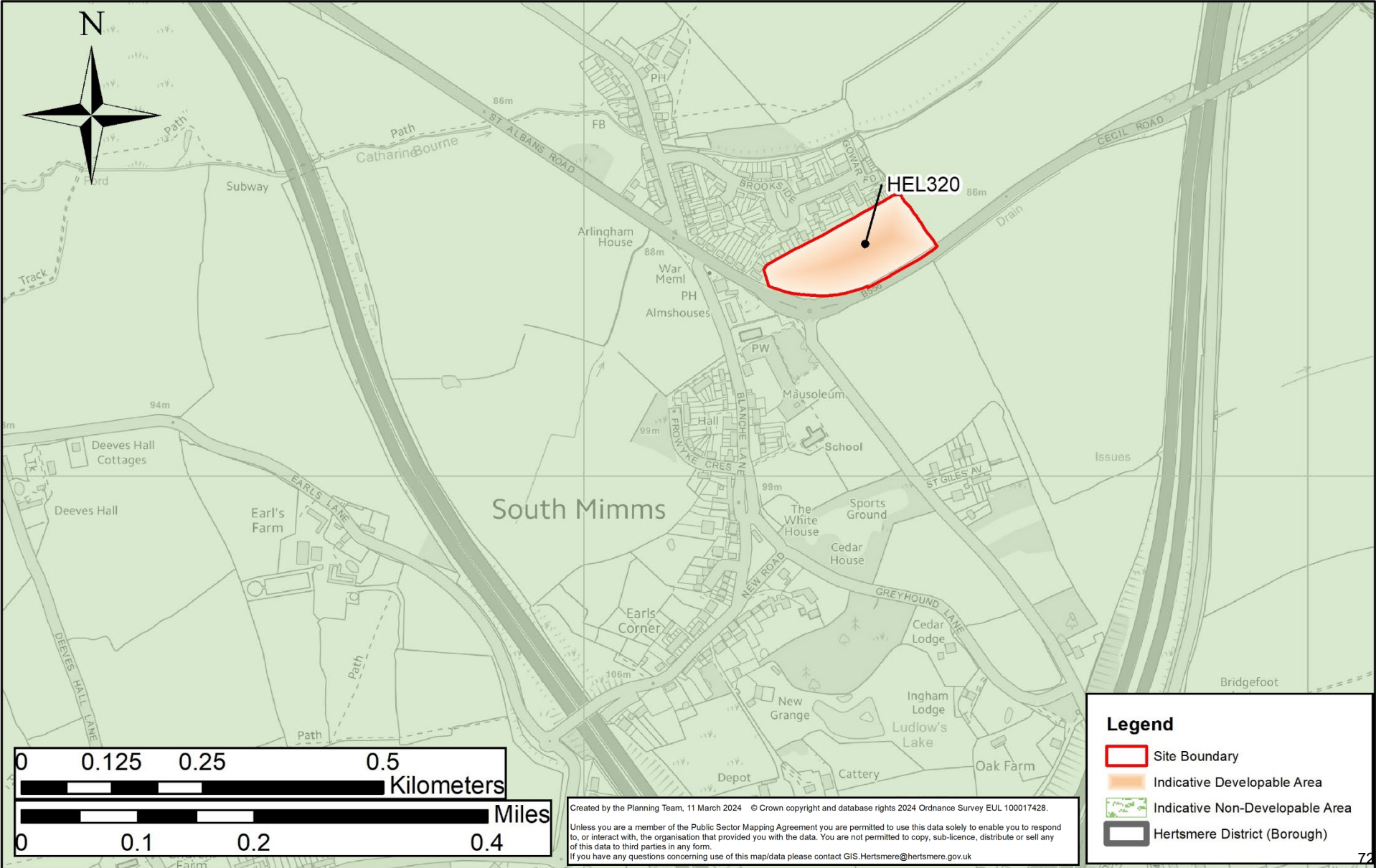
- **Population: 709**
- **Built-up area: 0.3 miles² / 0.7km²**
- **Population density: 2,784 people per mile² / 1,075 people per km²**
- **Population change between 2011 Census and 2021 Census: +0.17%**
- **New homes built in current Local Plan period (2012-27): 20**
- **Proposed new homes: 85**
- **Proposed Green Belt area: 1.82 hectares**
- **Change to number of new homes proposed in 2021: -62%**
- **Change to area of Green Belt proposed in 2021: -91%**

Required infrastructure

The Hertsmere Infrastructure Delivery Plan (IDP) [Phase 1 report](#) and [Phase 2 report](#) previously identified the following infrastructure upgrades needed. Infrastructure requirements for the Local Plan will continue to be reviewed before the plan is submitted for independent examination.

- **Primary education** - expansion of existing St Giles Primary School from 0.5fe to 1fe to serve growth within the village
- **Highways** - highway connections and mitigation related to any site allocated. Wider changes to speed limits, parking and access and to potentially restrict HGV movements.
- **Bus** – increase attractiveness of public transport as preferred mode of transport within and beyond Potters Bar
- **Electricity, Gas, Water supply, sewerage, digital infrastructure** – network connections
- **Green infrastructure** – There are broad deficits in various types of green infrastructure provision across South Mimms, which the Local Plan will need to help address. Contribute to provision of network of new publicly accessible natural green spaces around the borough.
- **Fire and rescue** – The South Mimms area was previously indicated as a preferred location for any relocated or consolidated fire station within Hertsmere, given its easy access to the M25 and A1(M).
- **Social and care services** - allocation of specialist needs housing
- **Sports provision** – contribution towards pooled borough-wide provision of new facilities.
- Further information can be found in the [SW Herts Joint Strategic Plan \(swhertsplan.com\)](https://www.swhertsplan.com)

South Mimms





5.8 Aldenham villages and nearby rural areas

The villages and hamlets clustered together within Aldenham parish are bound by Bushey and the A41 to the west, Borehamwood to the east, Elstree to the south and Radlett to the north. They comprise the villages of Aldenham, Patchetts Green and Letchmore Heath as well as the hamlets of Roundbush and High Cross/Kemprow. The surrounding area accommodates both open countryside and a number of land uses including reservoirs, Elstree Aerodrome and education institutions. This part of the borough experienced the most significant population decline over the past decade.

The villages themselves have historic value and despite their small size, are home to the highest density of listed buildings within the borough. There are four conservation areas within close proximity of each other, in Aldenham, Patchetts Green, Letchmore Heath and Roundbush.

Whilst sustainable development in larger settlements with good infrastructure is an overarching principle of national planning policy, a limited amount of development can be also appropriate in these more rural locations. By identifying sites through the Local Plan, this can ensure that some additional affordable housing is delivered on small sites to meet the needs of local people who would otherwise be unable to afford to live in the area; a 14% decline in the population of Aldenham parish outside of Radlett suggests that the smaller villages are increasingly unaffordable locations in which young families can live. Development can also strengthen communities by providing support for existing community facilities and generally maintaining choice and providing a mix of housing types on smaller development sites.

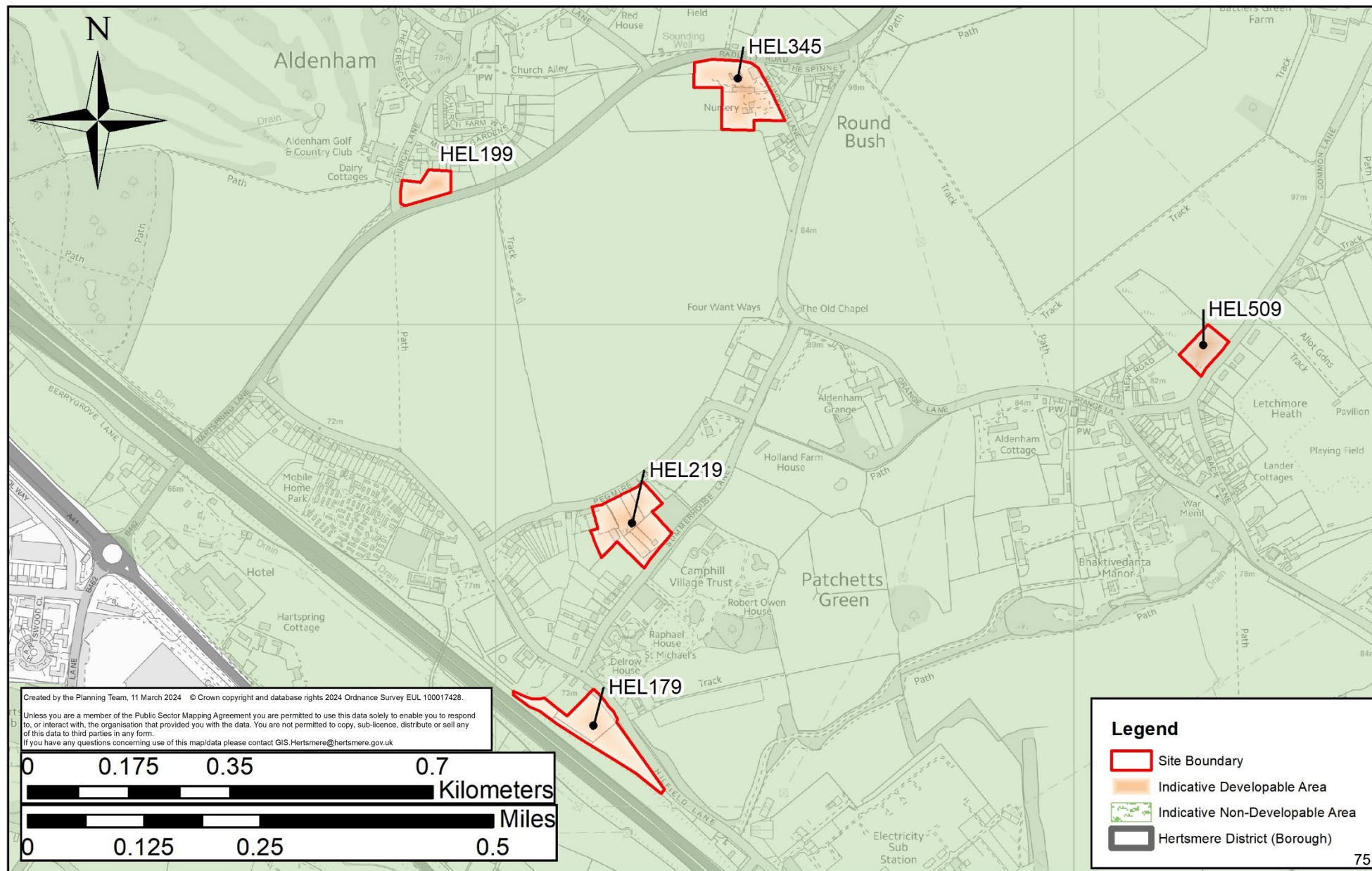
As these villages are wholly located within the Green Belt only small scale, lower density development is envisaged. The scale of development will ensure that the character of the settlements and the wider function of the Green Belt is maintained.

Aldenham villages key statistics:

- **Population of Aldenham Parish outside of Radlett: 1,872**
- **Population change between 2011 Census and 2021 Census: -7.3%**
- **New homes built in current Local Plan period (2012-27): 61**

- **Proposed new homes: 90**
- **Proposed Green Belt area: no Green Belt release**
- **Change to number of new homes proposed in 2021: no change**
- **Change to area of Green Belt proposed in 2021: no change**

Aldenham Villages and nearby Rural Areas



Site: HEL199
Location: Land at Church Lane, Aldenham Village



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Legend

-  Site Boundary
 Indicative Developable Area
 Green Belt

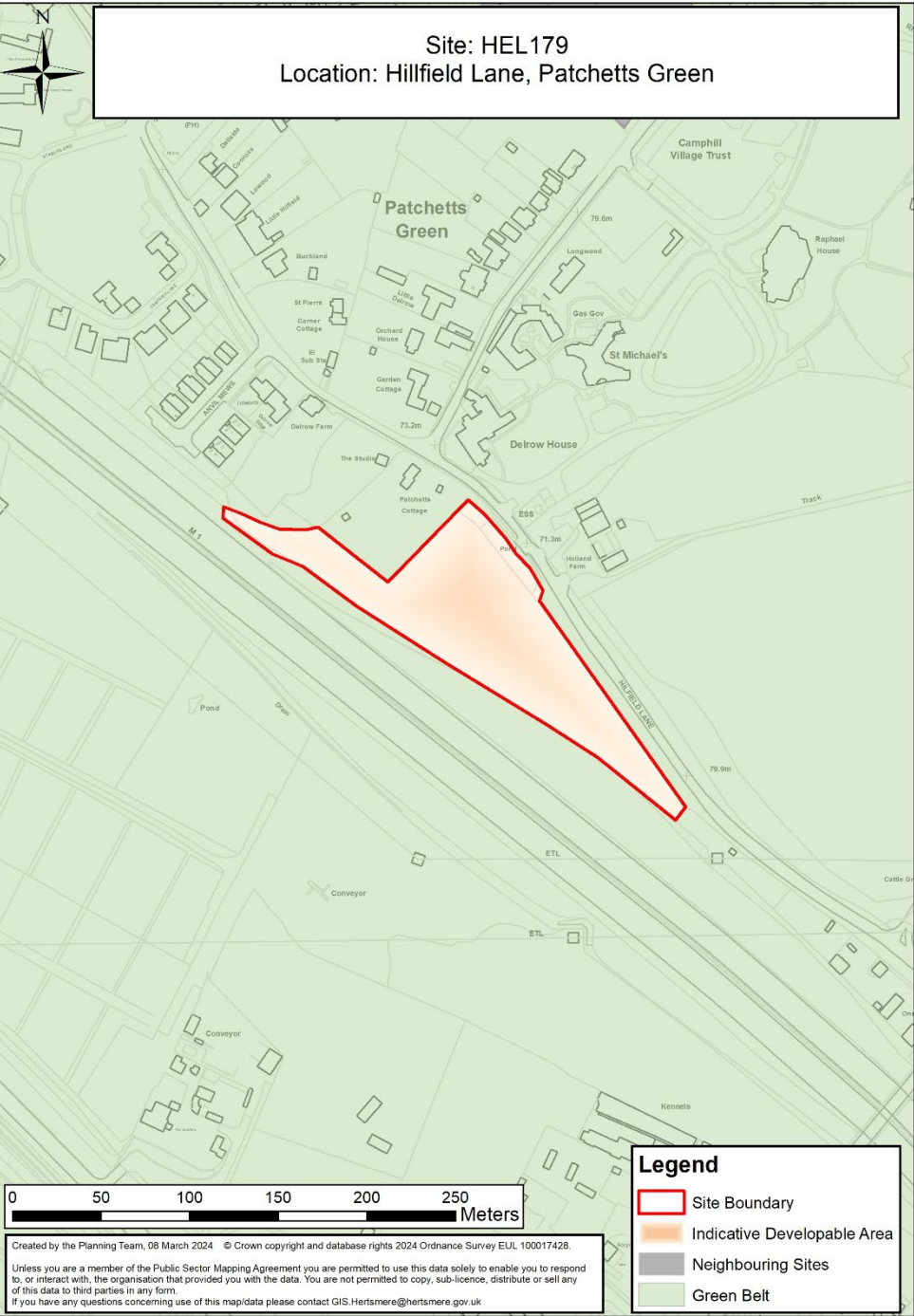
Site Description	Situating on the south side of Aldenham village in the Aldenham Conservation area, the site comprises garden land running to the rear of several properties to the north and is bound by Radlett Road to the south and Church Lane to the west. The site is well screened from both Radlett Road and Church Lane by hedgerow.				
Site Area (Hectares)	0.37	Gross Developable Area (Hectares)	0.37	Net Developable Area (Hectares)	0.37
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	27	Indicative number of homes	10	Site Matrix Score (out of 55)	N/A - Site to remain in Green Belt

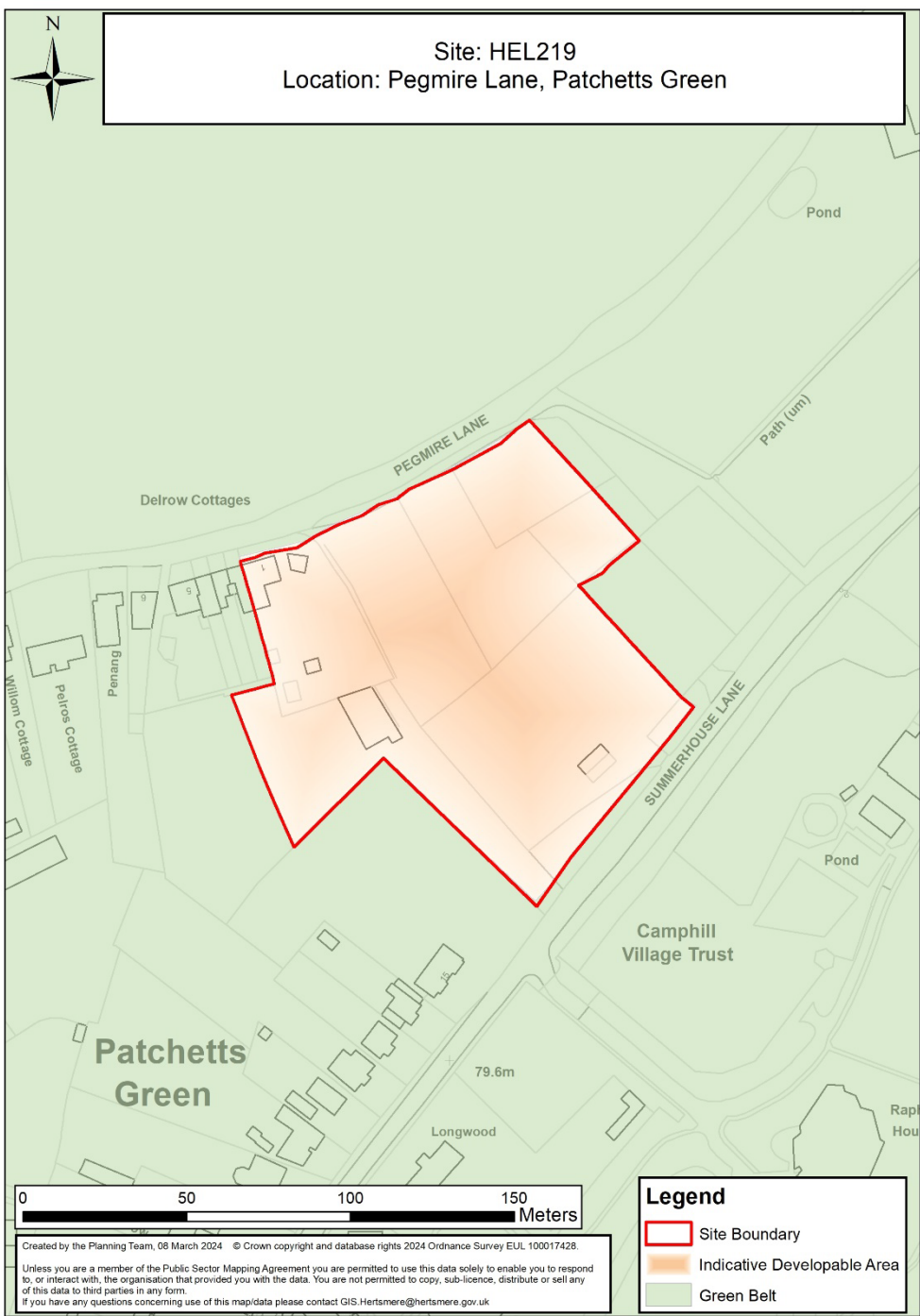
Key site considerations:

- Site location is within a conservation area, so mitigation may be required
- This may include the hedgerows being maintained and the boundary strengthened on the northern village side of the site
- Requirement for on-site Affordable Housing; will require a Registered Provider
- Establish vehicular access from Church Lane

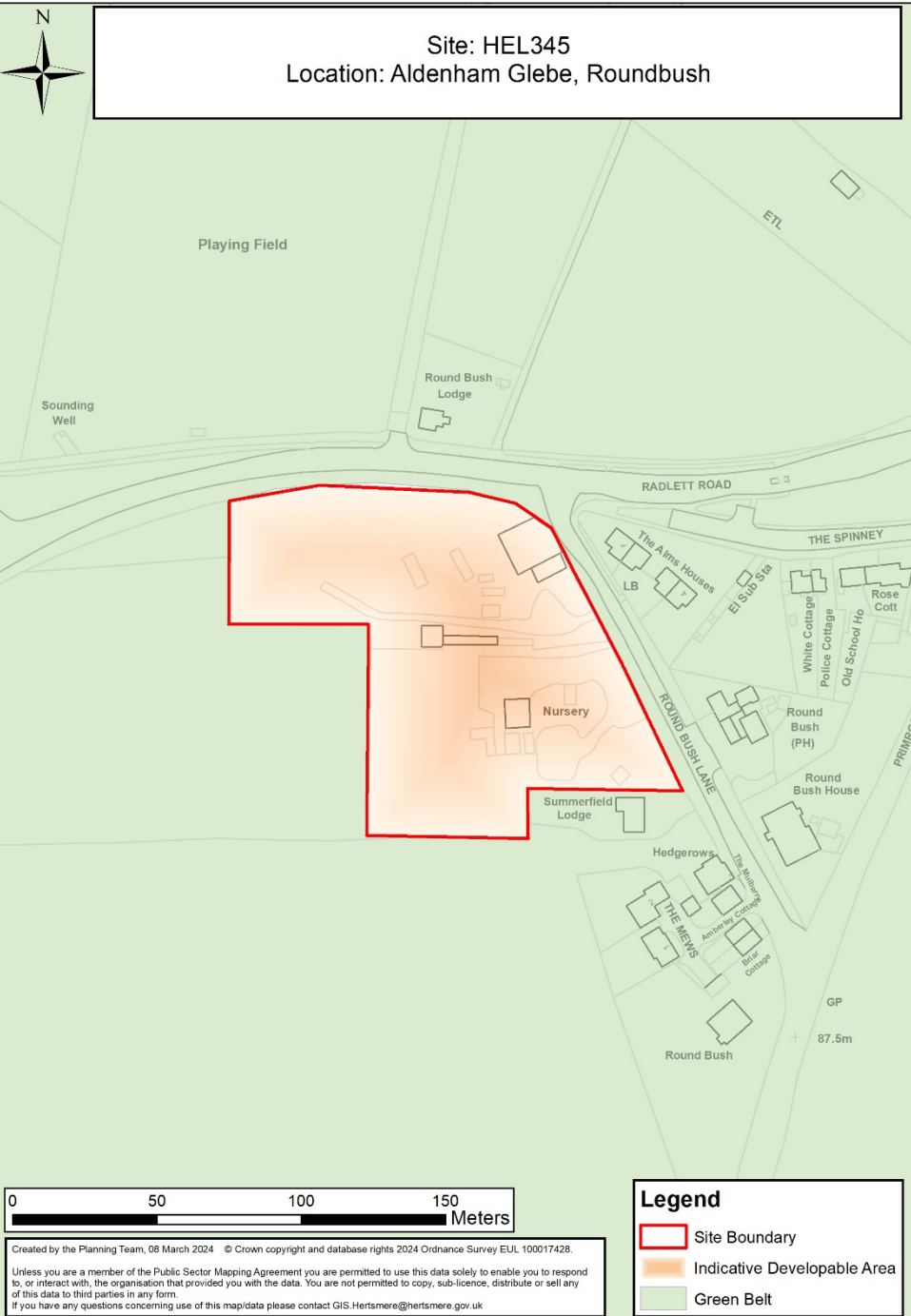
Strategic infrastructure requirements:

- Contributions expected for strategic infrastructure as necessary.

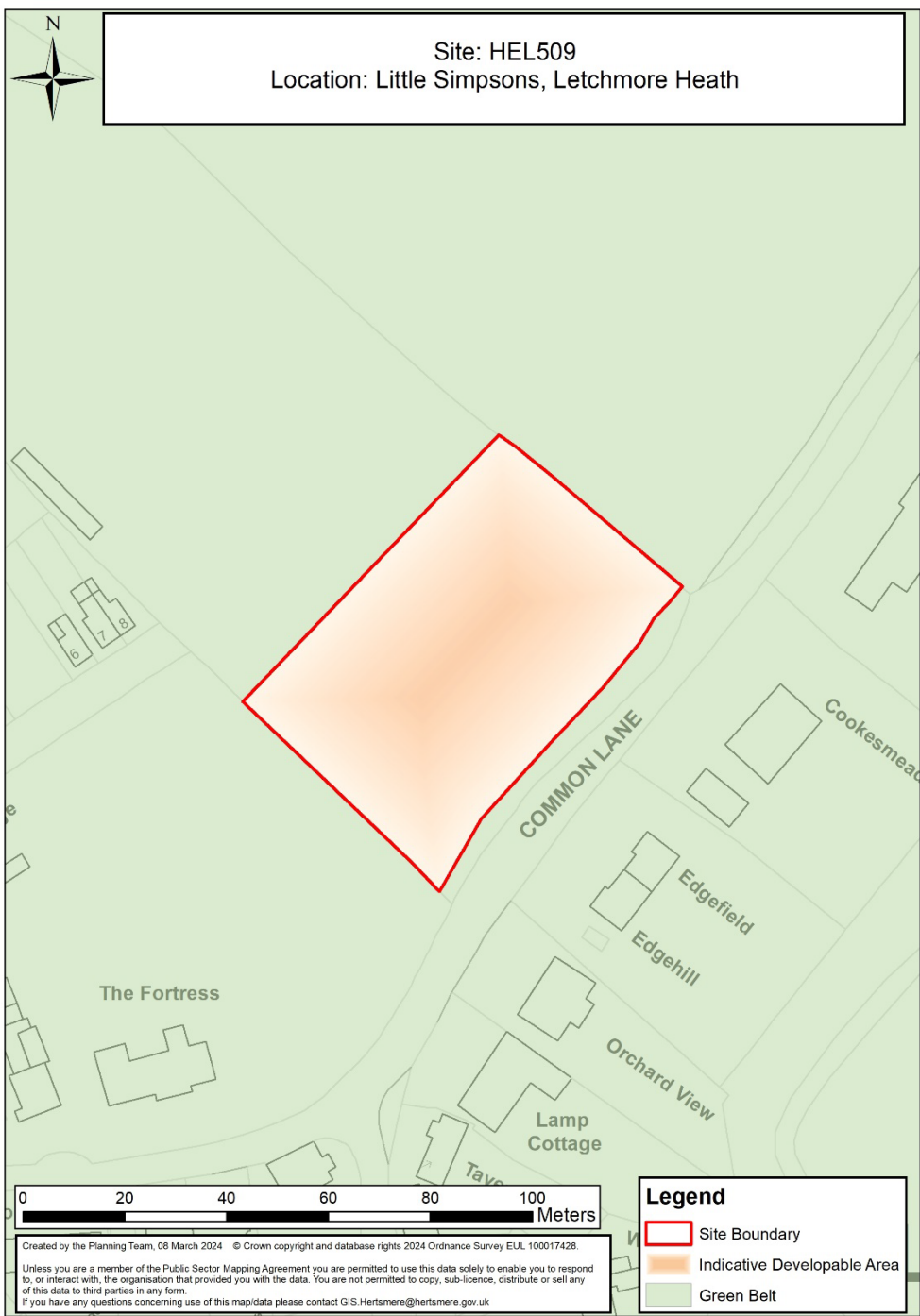




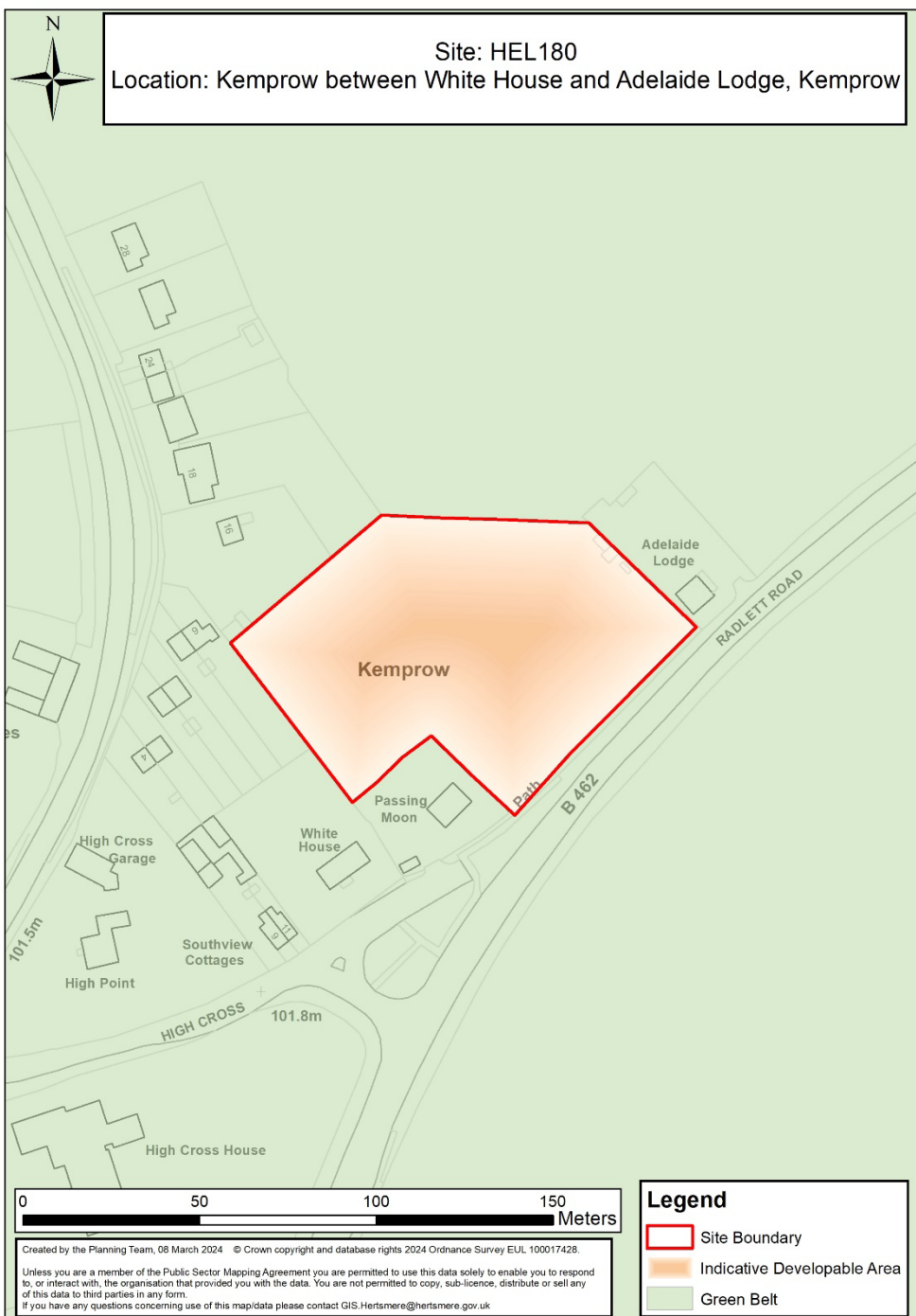
Site Description	Site(s) comprised of garden land immediately to the east of Patchett's Green Conservation Area between Pegmire and Summerhouse Lanes, with access from Summerhouse Lane.				
Site Area (Hectares)	1.21	Gross Developable Area (Hectares)	1.21	Net Developable Area (Hectares)	1.03
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		1-5 years of the plan
Estimated Density (dwellings per hectare)	15	Indicative number of homes	15	Site Matrix Score (out of 55)	N/A - Site to remain in Green Belt
<div>Key site considerations:</div> <ul style="list-style-type: none">Covenants currently restrict development to 1 dwelling per plot, so capacity of this relatively large site constrained by this and its overall rural setting adjacent to a conservation area.Enhanced boundary treatment should be considered, particularly to the west adjoining the conservation area.Proposed for Affordable Housing. Will require a Registered Provider. <div>Strategic infrastructure requirements:</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					



Site Description	Site of Roundbush Nursery within Roundbush Conservation Area, with scattered built development currently remaining on site. The site is bordered by residential land to the east and south-east and an open mix of playing fields, fields and arable farmland				
Site Area (Hectares)	1.17	Gross Developable Area (Hectares)	1.17	Net Developable Area (Hectares)	0.99
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period		Years 1-5 of the plan
Estimated Density (dwellings per hectare)	30	Indicative number of homes	30	Site Matrix Score (out of 55)	N/A - Site to remain in Green Belt
<div>Key Site Considerations:</div> <div><div>The site is situated within a conservation area.</div><div>Existing businesses on the site.</div><div>Mitigation may include planting to the site boundaries, particularly at the gateway to the hamlet from Radlett Lane, should be maintained and enhanced.</div><div>Contamination investigation possibly required given previous use of site.</div><div>Requirement for on-site Affordable Housing; will require a Registered Provider</div></div> <div>Strategic Infrastructure Requirements</div> <div><div>Contributions expected for strategic infrastructure as necessary.</div></div>					



Site Description	Site consists of scrubby vegetation, with associated hedgerow and small trees. The site is open to the north, but otherwise surrounded predominantly by substantial detached properties. The site is within Letchmore Heath Conservation Area.				
Site Area (Hectares)	0.4	Gross Developable Area (Hectares)	0.4	Net Developable Area (Hectares)	0.4
Proposed Use (Use Class)	C3		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	25	Indicative number of homes	10	Site Matrix Score (out of 55)	N/A - Site to remain in Green Belt
<div>Key Site Considerations:</div> <ul style="list-style-type: none">Wooded character of the site which contributes to the setting of Letchmore Heath should be conserved and enhanced where possible, together with views from the wider landscape to the north, away from the settlement.Design and density should reflect the conservation area setting and rural nature of the area.Requirement for on-site Affordable Housing; will require a Registered Provider <div>Strategic infrastructure requirements:</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					



Site Description	Former residential garden or agricultural land bounded to the west by the hamlet of High Cross and to the east by an isolated dwelling (Adelaide Lodge). It is separated from the open fields to the northeast by mature hedgerow/trees. Less than 400m east to Fair Field Junior school and western extent of Radlett. Edge Grove School (independent) is around 400m to the west at High Cross.				
Site Area (Hectares)	0.71	Gross Developable Area (Hectares)	0.71	Net Developable Area (Hectares)	0.60
Proposed Use (Use Class)	Residential (C3)		Estimated Delivery Period	Years 1-5 of the plan	
Estimated Density (dwellings per hectare)	25	Indicative number of homes	15	Site Matrix Score (out of 55)	N/A - Site to remain in Green Belt
<div>Key Site Considerations:</div> <ul style="list-style-type: none">The site comprises a small section in the southwest corner of the sub-area, contained and enclosed by mature hedgerow to the northeast boundary. Once developed, the site would remain in the Green Belt and form a logical extension to High Cross.Negligible flood risk and no notable environmental constraints. Expectation that hedges surrounding the site would be retained and enhanced.Requirement for on-site Affordable Housing; will require a Registered Provider.Size of High Cross hamlet precludes more units being delivered on the site, despite potential capacity being higher <div>Strategic Infrastructure Requirements:</div> <ul style="list-style-type: none">Contributions expected for strategic infrastructure as necessary.					

5.9 Bowmans Cross

Key considerations and challenges

Homes- To provide for a total of 5,000 new homes, with around 2,400 homes to be delivered within this plan period. In doing so, to provide for a balanced and inclusive community by securing a mix of dwelling sizes, tenures and types to include 40% of all new homes as affordable housing, a proportion of specialist supported and extra care housing, self-build plots and Gypsy and Traveller provision.

Environment- To create a new defensible green belt boundary, maintaining separation between neighbouring settlements, particularly Colney Heath and London Colney. This will assist in addressing the effects of noise, air and odour pollution through a range of measures including a landscape buffer by the M25. It will also provide physical and visual buffers to Local Wildlife Sites, ancient woodland and Sites of Special Scientific Interest (SSSI);

Delivery and Design- The site will follow an agreed vision, masterplan and bespoke design code(s) to deliver an environment that promotes health, well-being and digital connectivity, based on best practice principles of place-making and good design. This will require a clear delivery plan setting out how each key phase will be delivered, including an indicative phasing plan for the delivery of infrastructure, utilities and affordable housing provision, and how the phasing and restoration of the quarried areas will be undertaken. It will be necessary to establish a long-term governance and self-sustaining community stewardship scheme for the management and maintenance of community assets including green corridors, open space, sport provision and areas of public realm.

Strategic Infrastructure:

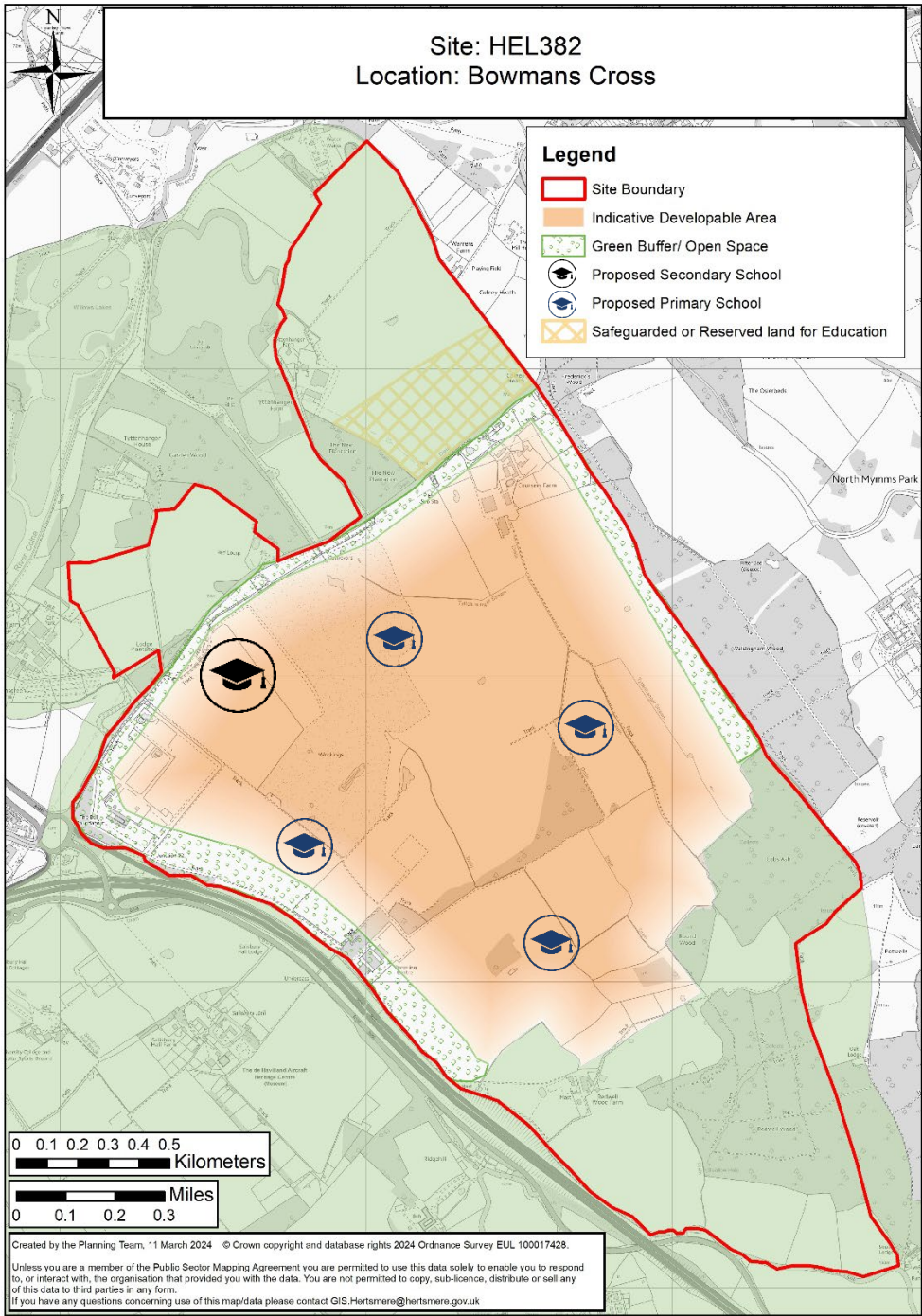
Community Facilities- Create individually distinct neighbourhood centres and a local centre, which provide for a range of mixed commercial and community uses. Secure areas of public open space which are appropriately distributed across the development. This will also include both youth and family services.

Health- Reserve land for a health care facility within the local centre with subsequent reviews to be undertaken at agreed phases of the development to determine when the new facility shall be delivered.

Education- Provide 15 forms of entry for primary school education through at least four new primary schools; Provide 10 forms of entry for secondary school education through a new school with a reserve site for a further primary and secondary school, if required.

Active and Public Transport- Provide a comprehensive range of bus services to/from key destinations nearby; provide an integrated sustainable transport hub(s) at key locations across the site which will include a mix of land uses that will encourage the use of sustainable modes of transport; bus priority measures that will need to be secured both internally and externally where appropriate, and will provide priority access over the private car. Ensure the public transport network will have the potential to integrate with and become part of any future A414 Mass Rapid Transport network where appropriate, including a link through the site to Potters Bar.

Green Infrastructure- Creation of an area of lowland heath habitat adjacent to Colney Heath LNR; Expand and link existing woodland at Cobs Ash, Walsingham Wood and Redwell Wood SSSI; Provide physical and visual buffers to Local Wildlife Sites, ancient woodland and Sites of Special Scientific Interest (SSSI).



Site Description

Site

The area identified for the new settlement of Bowmans Cross comprises a varied landscape with open fields, significant wooded areas, (including Redwell Wood SSSI) rolling hills and long views over the countryside. Tyttenhanger Stream also runs through the site. There are quarrying operations situated in the north-west of the site that are likely to continue for several years yet, with the phased restoration of the quarried areas taking place. There are several businesses and activities on the site including the Severn Trent Green Power site. The site is bounded by the M25 to the west and south-west and Coursers Road to the north, although there is potential for land for the second of two secondary schools to be reserved for future use, if required.

Surrounding Area

The surrounding area is largely rural in nature, but relatively close to the site is the settlement of London Colney. Colney Heath is located to the north east of the site. Beyond Coursers Road and within the landowners' ownership are Willows Lakes, with the River Colne running through them, where there are plans for enhancement of the public open space, providing Biodiversity Net Gain to the area. To the south and east are predominantly agricultural fields, interspersed with farms and businesses and the smaller settlement of North Mymms to the north-east.

Site Area (Hectares)	469	Gross Developable Area (Hectares)	245	Net Developable Area (Hectares)	146.06
Proposed Use (Use Class)	Mixed Use including C3, E class (both retail and office) and education facilities		Estimated Delivery Period	Years 6-15 of the Plan (6-25 years total)	
Estimated Density (dwellings per hectare)	34	Indicative number of homes	5000 approx. (2400 in plan period)	Site Matrix Score (out of 55)	N/A
					83

6. Employment Allocations

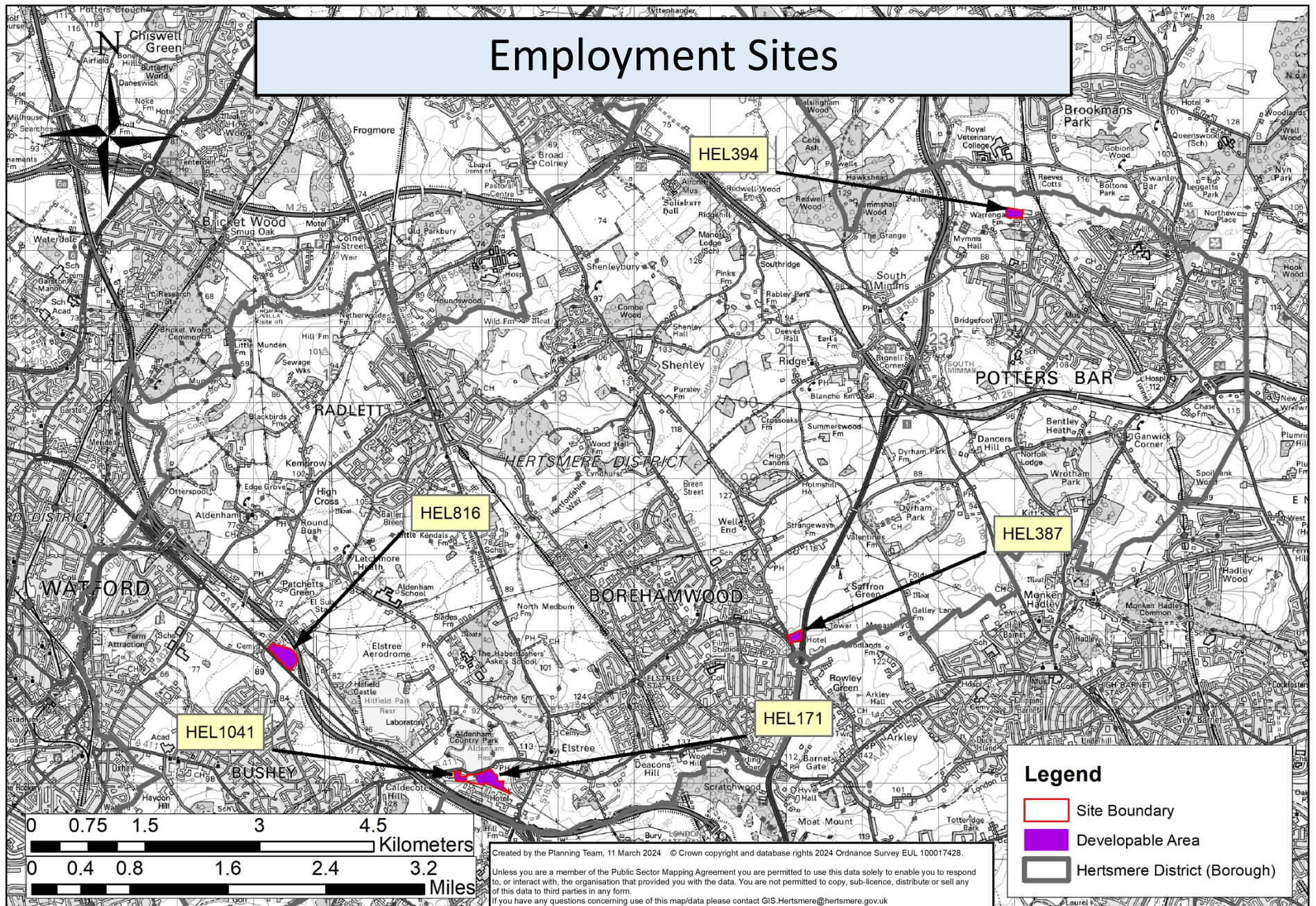
The following proposed employment site allocations are based on seeking to meet the objective assessment of needs set out in the 2019 South-West Hertfordshire Economic Study. Based on current information and taking account of recently consented schemes, there are sufficient sites for meeting our estimated employment floorspace need for industrial and warehousing and distribution land uses. A new study is in the process of being completed, and should the updated study identify a greater need for employment land then further appropriate sites will need to be considered in the next consultation of the Draft Local Plan.

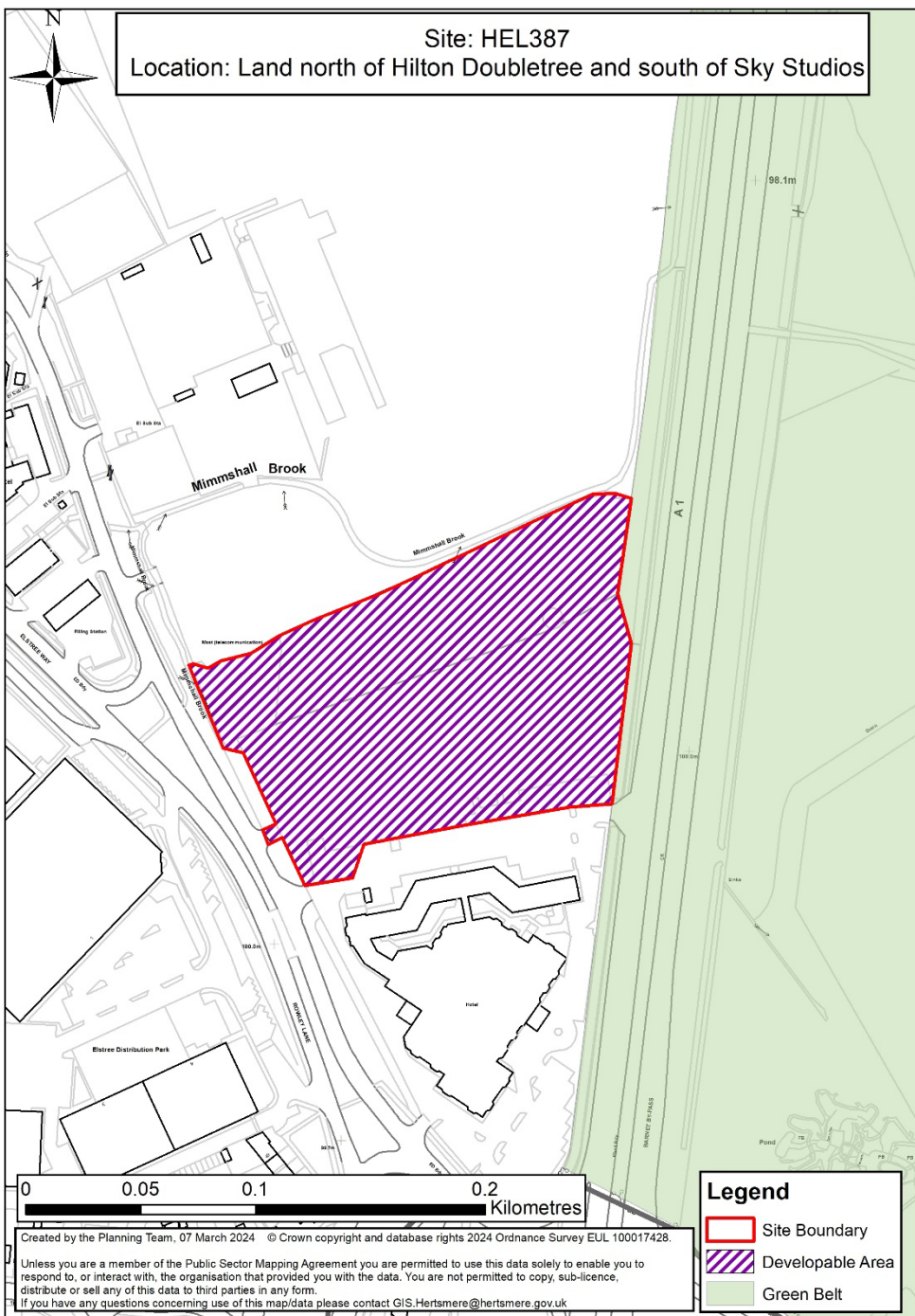
Since 2019, there has been a national shift in employment land requirements, with an overall trend towards a reduction in office space forecast. This is largely due to post-pandemic working patterns, with office attendance not recovering to pre-pandemic levels. The overall trend has also seen an increase in warehousing/distribution need, predominantly due to changes in retail habits, with a shift to online shopping.

Strategic Infrastructure

Each site allocated is expected to provide infrastructure upgrades in proportion to the size of development with an increased focus on sustainable transport interventions. The infrastructure would be expected to both address the impact of the development as well as providing wider community benefits.

Employment Sites





Site Description	The site is undeveloped and currently consists of a wooded area within the site boundary on all four sides, and a scrubby area in the centre. The A1 borders the site to the east, a hotel and associated car park to the south, Rowley Lane to the west and Sky Studios to the north, consisting of large sound stages and ancillary facilities. Beyond the boundaries are areas of open land with associated leisure uses beyond the A1 and the employment area of Borehamwood stretches away to the north and west.				
Site Area (Hectares)	2	Gross Developable Area (Hectares)	2	Net Developable Area (Hectares)	1.8
Proposed Use (Use Class)	Commercial and Industrial (B2, B8 and E Class)		Estimated Delivery Period		Years 1-5 of the plan
Indicative floorspace (Square metres)	11,000		Site Matrix Score (out of 66.25)		N/A - as site is not in the Green Belt

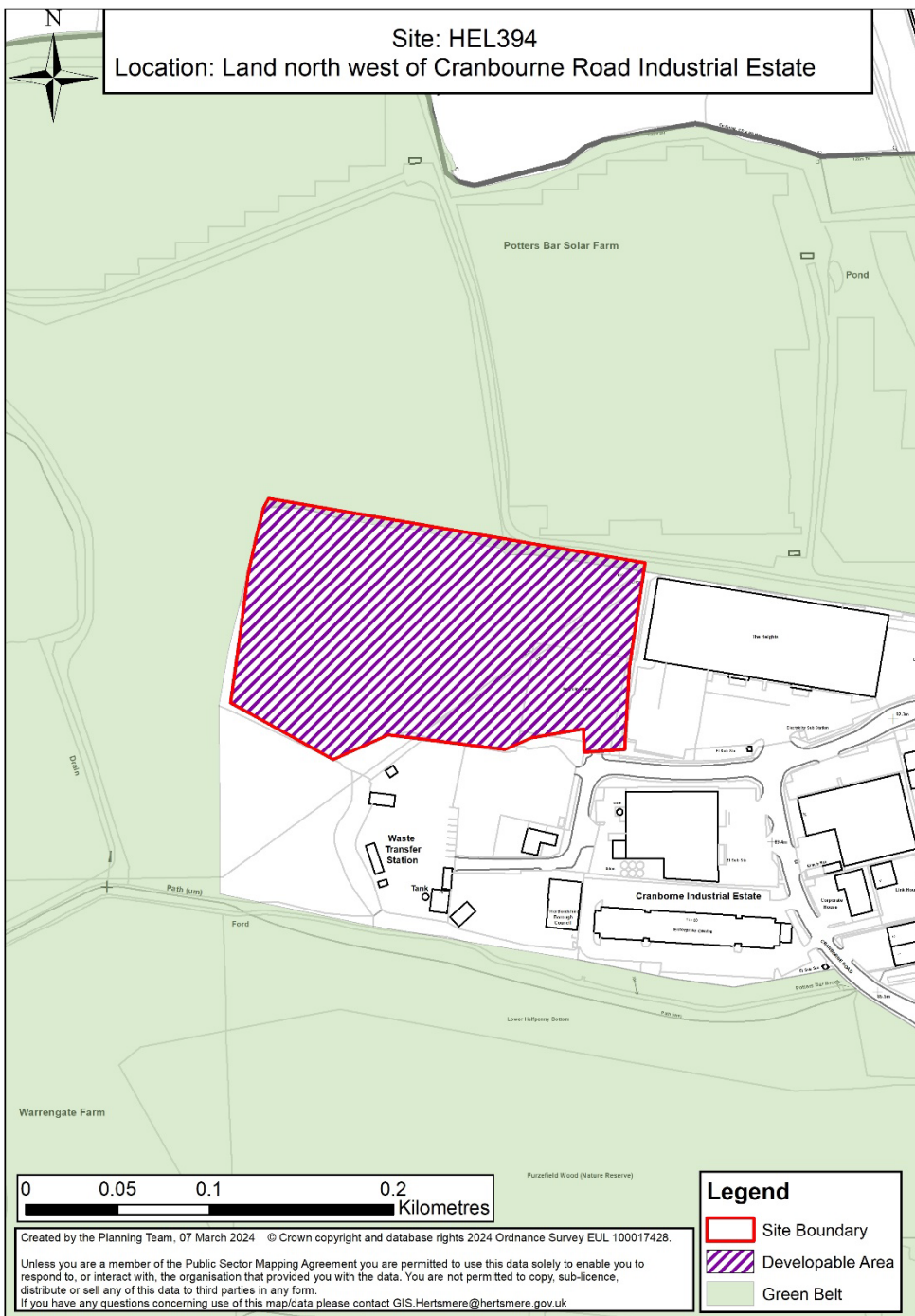
Key Site Considerations

- Mimmshall Brook on northern site boundary and although there has been recent realignment of the channel reducing fluvial flooding, site is showing areas of flood risk within the site.
- Site no longer within the Green Belt and is safeguarded for employment development in the current Local Plan.
- May require a Landscape and Visual Impact Assessment given use proposed and associated landscape sensitivity of the site.
- Retention of trees where possible should be considered to aid with site screening and mitigation from the neighbouring A1

Strategic infrastructure requirements

- Contributions to strategic infrastructure as necessary for an employment site

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Site Description	Site is currently undeveloped agricultural land. The site is bound by further agricultural land to its western half, with a solar farm to the north-east and the existing Cranbourne Industrial Estate to the east and south-east. Beyond the industrial estate to the south is the main residential settlement of Potters Bar.				
Site Area (Hectares)	2.48	Gross Developable Area (Hectares)	2.48	Net Developable Area (Hectares)	2.11
Proposed Use (Use Class)	Commercial and Industrial (B2, B8 and E Class)	Estimated Delivery Period		Years 6-10 of the plan	
Indicative floorspace (Square metres)	9,600	Site Matrix Score (out of 66.25)		N/A - as site is not in the Green Belt	

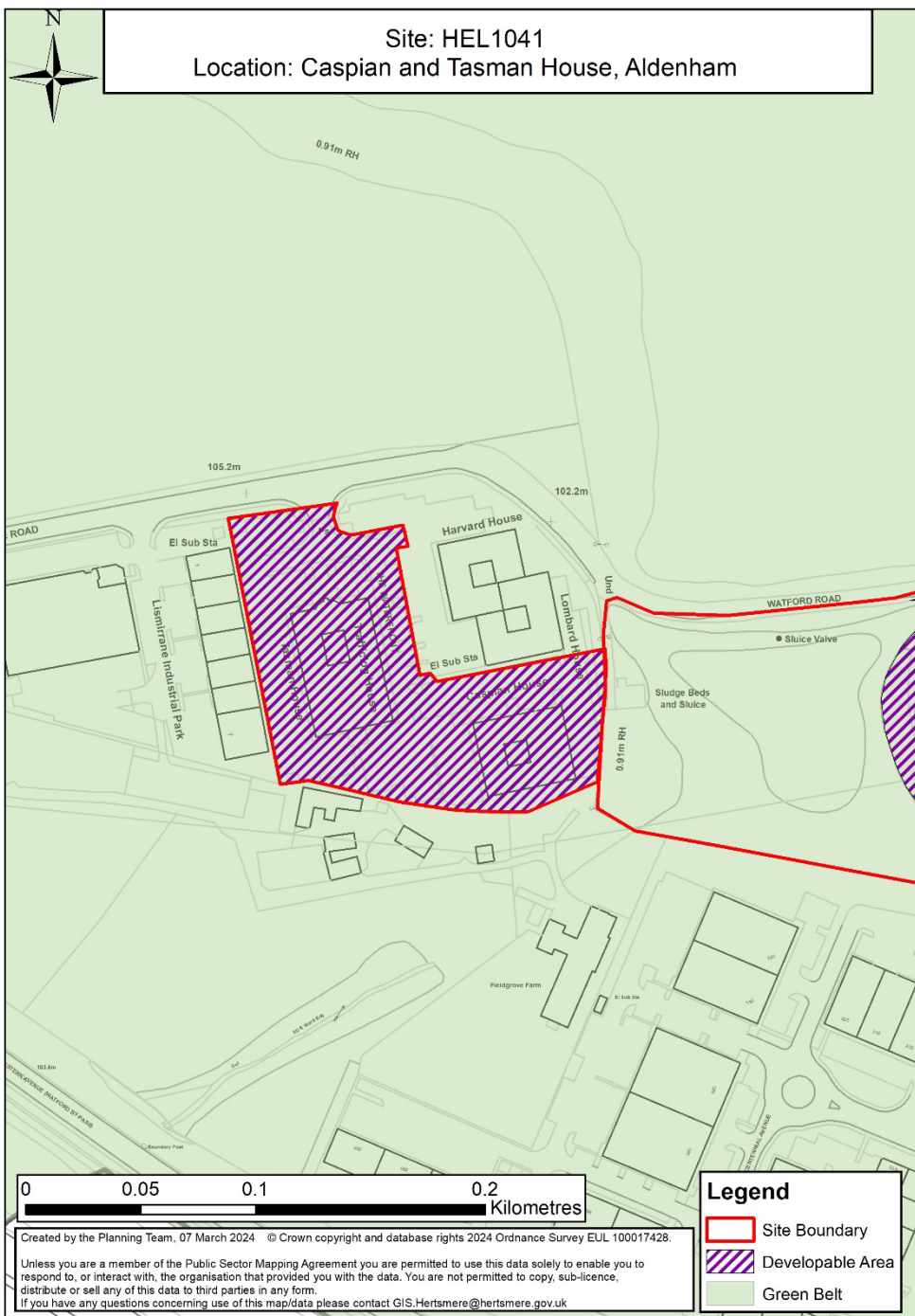
Key Site Considerations

- There is some potential for migrating pollution given the activities in the immediate vicinity of the site, including a scrap yard.
- Challenge with site access include constructing a new bridge to cross the Potters Bar Brook and mitigating the impact of further traffic at the end of an already congested industrial estate

Strategic infrastructure requirements

- Contributions to strategic infrastructure as necessary for an employment site

87



Site Description	Site is currently occupied by a development of 3 office buildings. There is a row of older industrial units to the west that are not part of the redevelopment area, and a further office block to the west of the row of units. Centennial Way Business Park is situated directly to the south-east, but otherwise the surrounding area is relatively open with Aldenham Reservoir to the north-east.				
Site Area (Hectares)	1.3	Gross Developable Area (Hectares)	1.3	Net Developable Area (Hectares)	1.17
Proposed Use (Use Class)	Mixed Use: B2, B8 and E Class		Estimated Delivery Period	Years 1-5 of the plan	
Indicative floorspace (Square metres)	5,700		Site Matrix Score (out of 66.25)	N/A – As site is located in previously developed land	

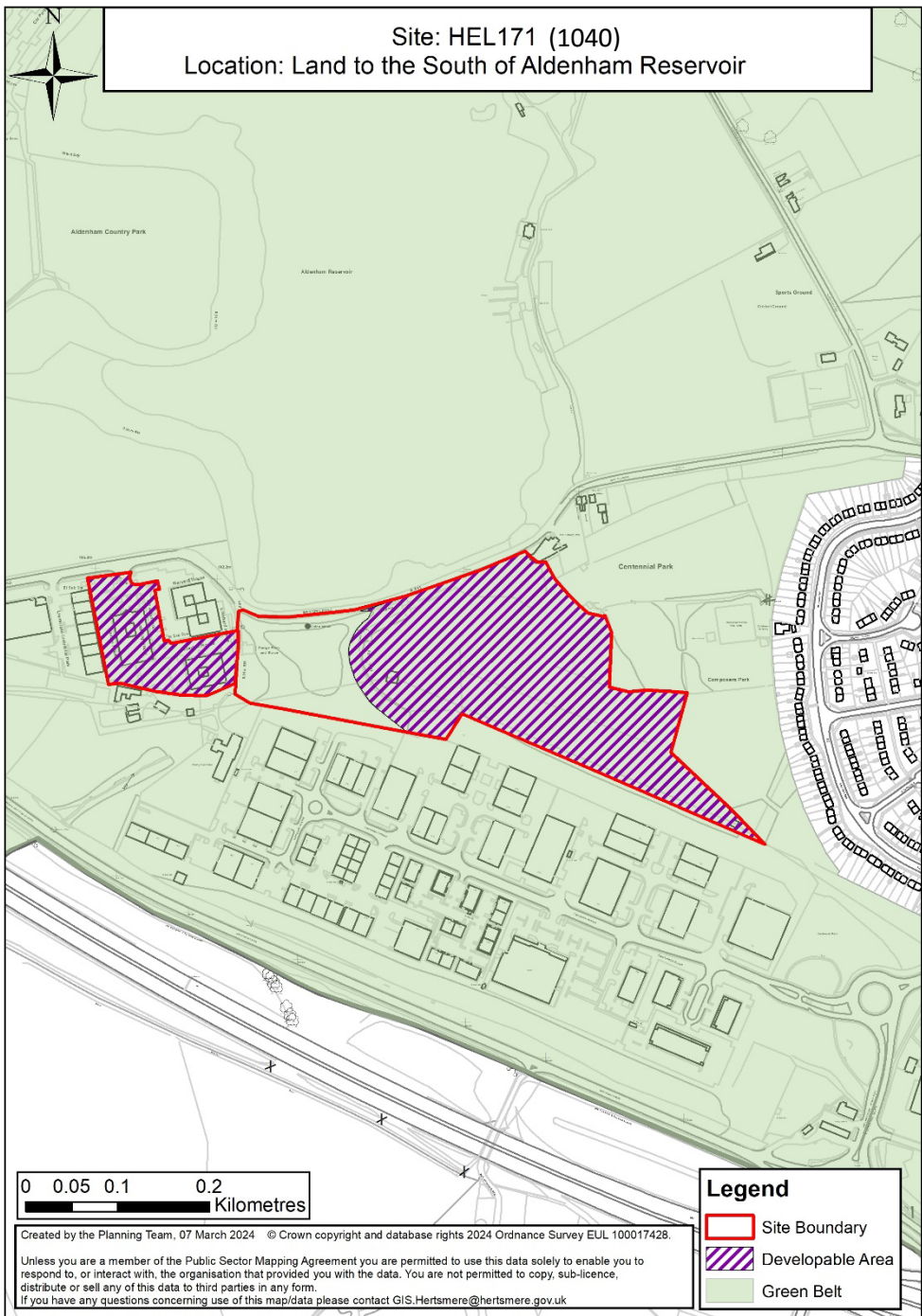
Key Site Considerations

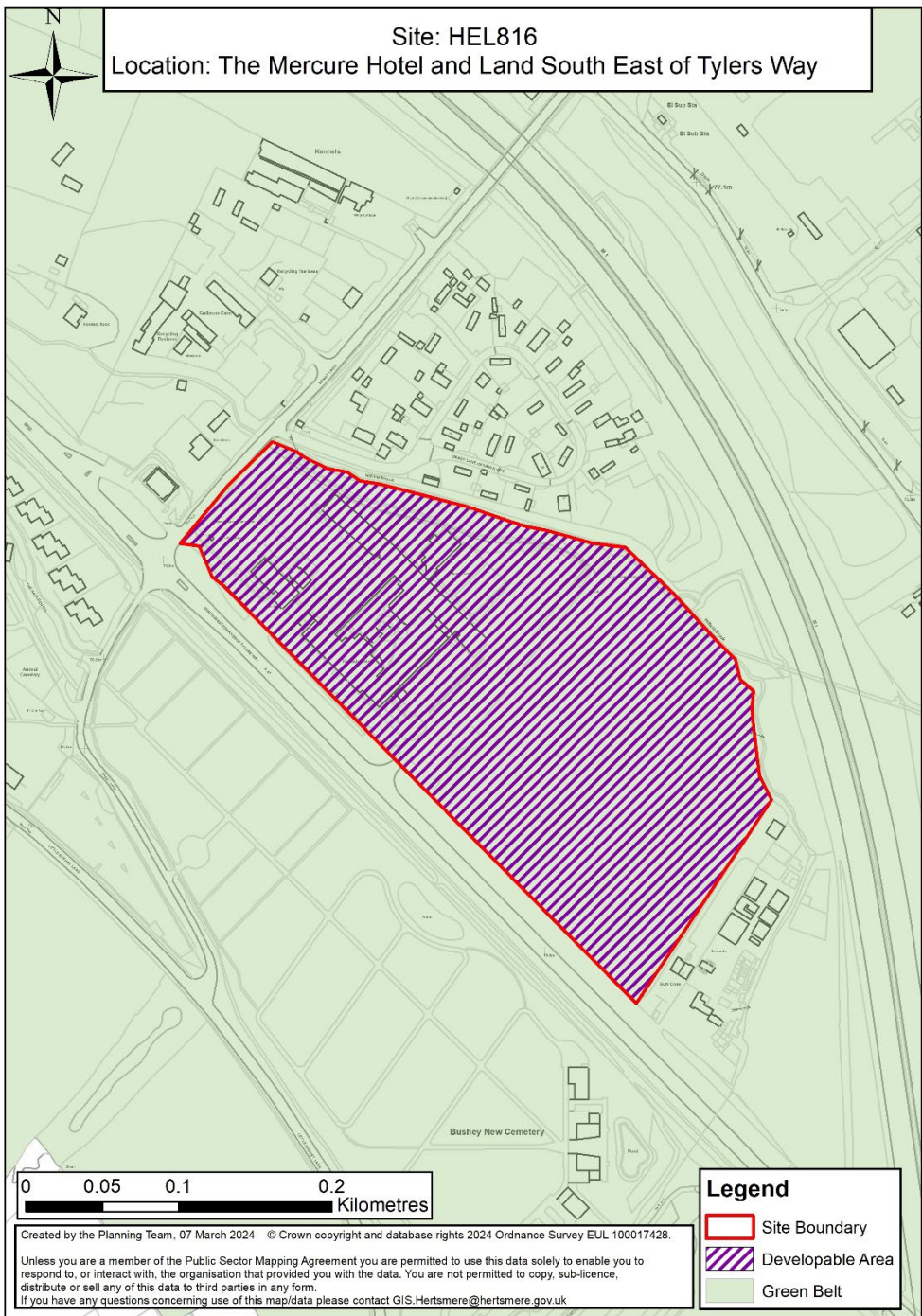
- There are potential areas of contamination from the neighbouring industrial units to be considered when redeveloping the site
- The site has a significant area of surface water flood risk associated with it, including 20% of the site at high risk of surface water flooding

Strategic infrastructure requirements

- Contributions to strategic infrastructure as necessary for an employment site

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