

Hertsmere Local Development Framework

Development Plan Document

Core Strategy

Schedule of proposed minor amendments

10th February 2012



Schedule of proposed minor amendments

The Council published the Revised Core Strategy for Pre Submission consultation for 6 weeks between 28th November 2011 to 9th January 2011. The representations have been considered in detail and the following schedule sets out minor changes to the Core Strategy which are considered to be appropriate as a result of the representations received.

Ref	Chapter	Page	Policy No/ Paragraph No / Table No	Proposed Change	Reason for change	Is further Regulation 27 consultation required	Is further Sustainability Appraisal required
MA/1	Introduction and context	11	Paragraph 1.9 3 rd line	Furthermore, the Localism Act strongly encourages the passing of power to local communities, down to the level of every neighbourhood having the change to shape local development through neighbourhood level plans.	Typographical error	N	N
MA/2	Introduction and context	12	Paragraph 1.18	Traffic growth in the Borough is projected to increase by 22% by 20212 and the Core Strategy must also take account of the Hertfordshire Local Transport Plan (and its associated documents: an Accessibility Strategy, Bus Strategy, Rail Strategy and Rights of Way Improvement Plan) . The Local Transport Plan sets out measures for improving transport across the county, including road safety and congestion reduction. A limited number of major schemes are proposed in Hertfordshire although none of these are actually located within the Borough. However, the Core Strategy must take account of a range of Local Transport Plan priorities including: <ul style="list-style-type: none"> • a reliable and free flowing road network; • reliable, flexible and convenient bus services; • making walking and cycling a real alternative for local trips; • greater use of workplace and school travel plans; • efficient, safer and cleaner means of local goods distribution; • overcoming barriers to accessing services; • progressing rights of way improvement planning; and 	In response to representations from HCC Environment	N	N

				<p>3. • minimum service frequencies for local rail services (Hertfordshire's Local Transport Plan 2006/7–2010/11, pages 18–21)</p> <ul style="list-style-type: none"> • <u>Support economic development and planned dwelling growth</u> • <u>Improve transport opportunities for all and achieve behavioural change in mode choice</u> • <u>Enhance quality of life, health and the natural, built and historic environment for all Hertfordshire residents</u> • <u>Improve the safety and security of residents and other road users</u> • <u>Reduce transport's contribution to greenhouse gas emissions and improve its resilience.</u> 			
MA/3	Introduction and context	13	Table 2, 3 rd row, 1 st column	Hertfordshire County Council <u>Meeting the rising demand for school places (2007) Updated (2010)</u> School Organisation Plan (2003–2008)	Update County Council guidance	N	N
MA/4	Introduction and context	13	Table 2, 3 rd row, 2 nd column	Predicted 25% surplus of primary school places in Potters Bar; Closure of Sunny Bank Primary School in 2008; Predicted 0.4% shortfall <u>up to 2013, but a 7.3% surplus</u> of primary school places in Radlett by 2014; Review of primary school places required in Radlett; <u>Required in excess of</u> Additional 0.5 <u>Additional 2</u> FE in Borehamwood <u>up to 2026</u> at Cowley Hill Primary Schools (need identified since SOP)	Update County Council guidance and planning for school places	N	N
MA/5	Introduction and context	13	Table 2, 4 th row, 1 st column	Hertfordshire County Council Children and Young People's Plan 2006–2009 <u>2011–2012</u>	Update County Council guidance	N	N
MA/6	Introduction and context	13	Table 2, 4 th row, 2 nd column	<ul style="list-style-type: none"> • <u>Promotion of healthy lifestyles and development of primary care intervention</u> • <u>Protection from dangers of drug and alcohol misuse</u> • <u>Reduce number of children with</u> 	Update County Council guidance	N	N

learning needs placed out of County

▲ Reduce anti-social behaviour

▲ Reduce road traffic accidents

▲ Raise quality of early years, childcare and play provision

▲ Increase number of children's centres

▲ Develop training initiatives and collaborative arrangements

between education and employment sectors

▲ Reduce number of young people who are homeless

- Children and young people are safe from abuse and neglect
- Children and young people achieve their full potential whilst in and moving on from care
- Children and young people are confident to respond to bullying
- Children and young people's emotional wellbeing and mental health is well supported
- Children and young people have a healthy weight
- Under 5s from the poorest families have a positive early childhood
- Vulnerable children achieve as well as others
- Children and young people with special educational needs and disabilities are empowered to reach their full potential
- Young people get a wide range of opportunities to learn
- Children and young people thrive in spite of family poverty
- Children and young people keep on the right

				<u>track</u>			
MA/7	Introduction and context	14	Table 2, 4 th row, 1 st column	Hertfordshire County Council Supporting People Strategy: 2005-2010 2007-2012	Update County Council guidance	N	N
MA/8	Introduction and context	14	Table 2, 4 th row, 2 nd column	Identify client groups and geographic areas with a need for housing-related support 28 units for older people with support needs in Hertsmere in 2011 and 2012 years it will prioritise people with learning difficulties and Gypsies and Travellers.	Update County Council guidance	N	N
MA/9	Introduction and context	14	Table 2, 4 th row, 4 rd column	Sustainability objectives relating to quality and affordability of housing, Gypsies and Travellers , health improvement and reducing social exclusion.	Update County Council guidance	N	N
MA/10	Introduction and context	14	Table 2, 4 th row, 5 rd	Housing <ul style="list-style-type: none"> • Policy CS4 (Affordable Housing) • Policy CS6 (Gypsy and Traveller sites) • Policy CS7 (Housing mix) • Site Allocations DPD 	Update County Council guidance	N	N
MA/11	Introduction and context	15	Table 2, 3 rd row, 1 st column	Hertsmere Borough Council	Typographical error	N	N
MA/12	Introduction and context	17	Paragraphs 1.31-1.34	{Delete} Responding to this Document 1.31 You are invited to make representations on this revised Core Strategy and accompanying Sustainability Appraisal, prior to its submission to the Secretary of State for public examination in early 2012. The 6 week period for representations begins on 28 November 2011 and ends on 9 January 2012. 1.32 All documents are available to view on the Council's website at www.hertsmere.gov.uk/planning and at public libraries throughout the borough. All information will be available on request in Braille, large copy print, audio or in a number of different languages other than English. 1.33 Representations can be made in the following ways:	Update following R27 consultation	N	N

				<ul style="list-style-type: none"> • By email – core.strategy@hertsmere.gov.uk • By writing to us at Policy and Transport team, Planning and Building Control Unit, Hertsmere Borough Council, Elstree Way, Borehamwood, Herts, WD6 1WA. • By completing a consultation response form. You can request a form by contacting us on 020 8207 2277. All forms should be returned to Policy and Transport Team at the above address. • Fax us on 020 8207 7444. Marked for the attention of the policy and transport team. <p>1.34 Please note that copies of representations will be made available on request for inspection at the Council offices. They cannot therefore be treated as confidential. All responses must be received by 5pm on 9 January 2012. Hertsmere Borough Council – Revised Core Strategy DPD For submission to the Secretary of State (November 2011)</p>			
MA/13	Spatial vision and development strategy	18	Paragraph 2.3	Paragraph 2.3 Hertsmere is well connected to London and the rest of the country. The M25 and M1 motorways and the A1 all run through the Borough, which is also serviced by main line rail services stopping at Potters Bar, Radlett and Borehamwood. However, some problems are caused by road links being better than access to public transport (<u>also known as passenger transport</u>).	In response to representation to HCC Environment	N	N
MA/14	Spatial vision and development strategy	18	Paragraph 2.8, 2 nd line	Rate for the Region in some years 4 (delete) and fear of crime remains an issue, recorded crime is not at a high level	Typographical error	N	N
MA/15	Spatial vision and development strategy	20	Paragraph 2.19, 2 nd line	Hertsmere has over 330 listed buildings, <u>gardens</u> or structures	Agreed common ground with Herts Gardens Trust to be more inclusive of references to historic assets	N	N

MA/16	Spatial vision and development strategy	23	Table 5, 3 rd bullet-point	Facilitate the renewal of the Elstree Way Corridor to reinforce a local sense of place, providing a range of housing, employment, community and cultural facilities; and	Typographical error	N	N
MA/17		23	Table 5, Borehamwood	{Insert new bullet at end} <u>provide a new 2.5 hectare primary school site</u>	In response to representation to HCC Property	N	N
MA/18	Spatial vision and development strategy	23	Table 5, 4 th bullet-point	<ul style="list-style-type: none"> Protect <u>and encourage the town's</u> employment and industry in the town; 	Amendment to make clear that Borehamwood is the main town in the Borough's settlement hierarchy and recognised as 'an important economic centre for south Hertfordshire'	N	N
MA/19	Spatial vision and development strategy	23	Table 5, 9 th bullet-point	Provide more play areas and facilities for young people; <u>and</u>	Typographical error	N	N
MA/20	Spatial vision and development strategy	24	Table 5, 30 th bullet-point	Protect employment and industry in the town; <u>and</u>	Typographical error	N	N
MA/21	Spatial vision and development strategy	26	Paragraph 2.36, 2 nd line	The focus for employment will continue to be on town centres and in and adjacent to the Borough's designated Employment Areas, <u>including land safeguarded for employment development</u> , rather than through the development of new locations for employment generating development	Amendment to make clear that the focus for employment will include land safeguarded for employment development adjacent to two of the Borough's designated Employment Areas	N	N
MA/22	Spatial vision and development strategy	30	Paragraph 2.51, 6 th line	Extension of the Elstree Way and Cranbourne Road employment areas.	Typographical error	N	N

MA/23	Spatial vision and development strategy	32	Policy SP1 (ix)	<p>Bullet x) replicates, bullet i) DELETE x) <i>ensure a safe, efficient and affordable transport system that allows access for all to everyday facilities;</i> RENUMBER: * ix * x * xi * xii * xiii * xiv * xv * xvi * xvii * xviii</p>	Typographical error	N	N
MA/24	Spatial vision and development strategy	32	Policy SP1 (vii)	<p>avoid inappropriate development <u>in the</u> which causes harm to the openness and appearance of the Green Belt;</p>	Clarification in respect of the presumption against all inappropriate development in the Green Belt	N	N
MA/25	Housing	43	Paragraph 3.40, insertion after 2 nd bullet-point	<p><u>Regional policy also sets a target for two new 10-pitch transit sites in Hertfordshire, one of which should be located within the south west of the County to complement the existing transit site at South Mimms. The Council will work with neighbouring authorities to identify the most appropriate location for this new site.</u></p>	Agreed common ground with Three Rivers District Council to include text that reflects the commitment to work with neighbouring authorities to meet the identified need for additional transit pitches	N	N

MA/26	Housing	43	Paragraph 3.41, 4 th line, and insertion of new text and close paragraph after 2 nd sentence	The Council's preferred option is to retain the target of 18 pitches established in the regional plan to 2011 and for some additional growth to 2016 <u>7</u> . <u>Based on the regional plan assessment, this would equate to an additional 2 pitches a year. The Council does not consider there is a robust basis to plan from beyond 2017, as at this point the needs assessment will be more than 10 years out of date and the government has signalled its intentions to review Gypsy and Traveller requirements. This approach demonstrates a commitment to meeting Gypsy and Traveller needs, whilst recognising that a further assessment of need and a review of this aspect of the Core Strategy will be needed by 2017.</u>	Typographical error / expanded text to provide clarity in respect of methodology	N	N
MA/27	Housing	43	Paragraph 3.41, start new paragraph after 2 nd sentence, and 10 th /11 th /12 th lines	<u>3.42</u> Since the regional plan was adopted, a further 9 pitches have been approved – six pitches at the Pylon Site in Potters Bar which have since been implemented and three pitches at Sandy Lane in Bushey, approved in 2011 and for which government grant funding has been received to deliver the pitches. Given that there may be scope for small extensions to or intensification of one or more of the other existing authorised sites, any further provision beyond this, if required, is likely to be limited to no more than one larger site or a limited number of very small sites to accommodate the requirements to 2017. The Council will also consider the potential for extending the existing transit site at South Mimms, which is recognised by Hertfordshire County Council to be underused for providing some permanent pitches <u>to provide some permanent pitches in addition to the existing transit pitches.</u>	New paragraph due to additional preceding text / agreed common ground with Three Rivers District Council to amend text to reflect that there are no longer surplus transit pitches available for conversion to permanent pitches	N	N
MA/28	Housing	43 to 46	Paragraphs 3.42 to 3.49	These paragraphs should be renumbered as follows: <u>3.42</u> 43 <u>3.43</u> 44 <u>3.44</u> 45 <u>3.45</u> 46	Amended paragraph numbers due to additional preceding paragraph	N	N

				3.4647 3.4748 3.4849 3.4950			
MA/29	Housing	43	Policy CS6, 2 nd and 3 rd lines	The Council will provide for the further needs of Gypsies and Travellers on the basis of identified need within south and west Hertfordshire, the Council will seek to identify and allocate up to 9 additional pitches to meet the East of England Plan requirements to 2011 and a further 102 pitches per annum to <u>by</u> 2017 through the identification of land in the Site Allocations DPD	Clarification to reflect the commitment to meeting identified need for new pitches / clarification in line with new, expanded text at paragraph 3.41	N	N
MA/30	Employment and the economy	48	Paragraph 4.7, 1 st line	in variably comes from further afield, including the BBC, Pinnacle Insurance, Canada Life, Soundcraft and Bio	Typographical error	N	N
MA/31	Employment and the economy	50	Paragraph 4.21, 6 th / 7 th / 8 th / 13 th / 14 th lines and insertion of new text after 4 th sentence	This area is considered to represent the most appropriate location for the provision of additional employment land. <u>In particular, the new safeguarded area has been identified as suitable on account of</u> given its immediate proximity to existing employment land and to the primary route network, its limited environmental quality, <u>the extent of existing previously developed land and buildings</u> and the wider importance of the Elstree Way employment area for Borehamwood, which will be accommodating the greatest proportion of new housing in the borough over the next 15 years. The land would be released to meet any longer term employment needs and to offset any land lost in existing Employment Areas in the shorter term, providing for B class development. <u>In line with national planning policy, the status of safeguarded land, between the urban area and the</u>	Amendments to refer to both safeguarded areas / amendment to include reference to the existing buildings in the proposed safeguarded area and other previously developed parts of this land / amendment to clarify the justification for identifying safeguarded employment land and in responses to representations from HCC Environment.	N	N

				<p><u>Green Belt, is required to meet long term development needs beyond the plan period. It is not allocated for development at the present time. Planning permission for development of safeguarded land will only be granted following a review of the Site Allocations DPD (or any other equivalent document) and, until such time, normal Green Belt policy will apply.</u> The Council's preference is for major, new B1(a) office development to be located in or adjacent to town centres, so the focus of any extension of the Elstree Way or Cranborne Road eEmployment aAreas would be on a mix of B class activities, including B1(b), B1(c) and B2 development.</p>			
MA/32	Employment and the economy	52 to 54	Paragraphs 4.22 to 4.28	<p>These paragraphs should be renumbered as follows: 4.2229 4.2330 4.2431 4.2532 4.2633 4.2734 4.2835</p>	Typographical error	N	N
MA/33	Employment and the economy	52	CS8	<p>Any development should form of a comprehensive, integrated package <u>of</u> measures to improve their respective adjoining Employment Areas and associated access, <u>with consideration of Polices CS21, CS23 and CS25.</u></p>	In response to representations from Highways Agency and in responses to representations from HCC Environment.	N	N

MA/34	Employment and the economy	53	4.24	Consequently, proposals in Employment Areas for more than 2,500 sq m (net) of new office floorspace (including ancillary office accommodation) will be limited to locations in the Elstree Way Employment Area, <u>including development on the adjacent proposed safeguarded land if required.</u>	In response to representations from Highways Agency.	N	N
MA/35	Employment and the economy	53	4.25	Whilst the Council considers that the focus within designated Employment Areas <u>and safeguarded land (if required)</u> should remain on B-class development, a limited range of other uses will also be considered.	In response to representations from HCC Environment.	N	N
MA/36	Open land and environment	56	Paragraph 5.4, 5 th line	The diverse range of <u>natural and historic</u> assets in the Borough includes...	Improved clarity in the text that the list in paragraph 5.4 relates to both natural and historic assets in response to HMWT representation	N	N
MA/37	Open land and environment	56	Paragraph 5.4, additional bullet point in 7 th place	<u>Ecological links and green infrastructure;</u>	Addition to ensure recognition of ecological links and green infrastructure as a type of natural asset in response to HMWT	N	N

					representations		
MA/38	Open land and environment	56	Paragraph 5.7, 5 th line and insertion of new text after 4 th sentence	It is also suggested that the Green Belt boundary around Shenley be redrawn around the major 900 home redevelopment of Shenley hospital, which has a largely suburban character. This was intended when the original brief for the hospital site was agreed in 1986 and would be consistent with the status of Elstree village, where the historic part of the village is situated in the Green Belt but the remainder is not. <u>In addition, areas of land are safeguarded for employment adjoining the Elstree Way and Cranborne Road Employment Areas.</u>	Amendment to support other paragraphs / policies that refer to safeguarded land	N	N
MA/39	Open land and environment	58	Paragraph 5.13, 3 rd line	...and many local environmental and voluntary organisations. <u>The aims and objectives for the natural environment are consistent with those found in the Biodiversity 2020 – A strategy for England’s wildlife and ecosystem services (August 2011).</u> ...	The aims and objectives are consistent with the RCS and reference can be made in line with HMWT representation	N	N
MA/40	Open land and environment	58	Paragraph 5.13, 8 th line	...when considering how their proposals should protect and enhance biodiversity. <u>Working with local partners including the County Council and adjoining authorities, a Hertsmere Green Infrastructure Plan has been produced, which forms part of the evidence base of the Core Strategy and identifies the need for delivering GI in the future. The Plan aims to: increase green access links to the countryside from main settlements; conserve and enhance historic parklands; promote WCCF; link with adjacent Authorities GI; and contribute to landscape character.</u>	Agreed common ground with Natural England to recognise, support and reference the Hertsmere Green Infrastructure Plan 2011; and Also in response to HMWT and HCC Environment representation	N	N

MA/41	Open land and environment	58	Paragraph 5.16, 1 st line	Although 80% of the Borough is designated as Green Belt, the character, and distinctiveness <u>and settings within</u> of its towns and villages are critical local assets. <u>Heritage assets, including individual buildings and the wider area play a significant and positive role in shaping places.</u>	Agreed common ground with Herts Gardens Trust to be more inclusive of references to historic assets; and To be in compliance with PPS5 with regards to place shaping and the historic environment in response to English Heritage representation	N	N
MA/42	Open land and environment	58	Paragraph 5.17, 1 st line	There are presently over 330 buildings, <u>gardens</u> or structures in the Borough together with 156 Conservation Areas	Agreed common ground with Herts Gardens Trust to be more inclusive of references to historic assets, and update to the number of Conservation Areas	N	N
MA/43	Open land and environment	58	Paragraph 5.17, 5 th line	Separate consent is also required for the demolition of Listed Buildings or buildings in a Conservation Area. <u>Both the Council and English Heritage hold a register of statutorily protected historic assets.</u>	Agreed common ground with Herts Gardens Trust to reference English Heritage register	N	N

MA/44	Open land and environment	59	Policy CS12, 3 rd line	All development proposals must conserve and enhance the natural environment of the Borough, including biodiversity, protected trees, landscape character, and sites of ecological and geological value, in order to maintain and improve environmental quality, <u>and contribute to the objectives of the Hertsmere Green Infrastructure Plan.</u>	Agreed common ground on supporting the aims and objectives of the Hertsmere Green Infrastructure Plan 2011. And in response to HCC Environment.	N	N
MA/45	Open land and environment	59	Policy CS13, 5 th line	...including Conservation Areas, Listed Buildings, Historic Parks and Gardens, Schedules Ancient <u>Monuments or their setting</u> , and identified and as yet unidentified Archaeological Remains.	To be clear on the intentions of policy CS13 in response to English Heritage representation	N	N
MA/46	Open land and environment	60	Paragraph 5.22, 11 th line	Whilst it is also a working farm, the more commercial and public aspects of the site need to be managed sensitively, given its Green Belt location and the wish to avoid a concentration of uses <u>development</u> on the site which might not be considered as conventional or appropriate activity in such a location.	Clarification in respect of the presumption against all inappropriate development in the Green Belt at Willows Farm	N	N
MA/47	Open land and environment	61	Paragraph 5.27	Hertsmere Borough Council has worked closely with Hertfordshire County Council on the preparation of the Hertfordshire Sustainable Development Guide, Building Futures. Building Futures provides clear and detailed guidance for a range of development types, together with best practice examples, on various measures of sustainability including: <ul style="list-style-type: none"> • Water • Energy 	In response to representations from HCC Environment	N	N

				<ul style="list-style-type: none"> • Waste • Efficient use of land, buildings and materials • Air quality • Noise • Design • <u>Climate Change Adaptation</u> • <u>Landscape and Biodiversity</u> • <u>Safety</u> 			
MA/48	Open land and environment	62	Paragraph 5.38, 3 rd line	<ul style="list-style-type: none"> • Proposals must be in compliance with PPS23 and the Environment Agency technical note on managing 	Typographical error	N	N
MA/49	Open land and environment	64	Paragraph 5.44	(Inserted to the end of Para 5.44) <u>In the March 2011 Budget, the Chancellor stated that by 2016 new homes would not have to be fully zero carbon but built in accordance to Level 5 of the Code for Sustainable Homes. Details of such arrangements will come out in a future consultation. It is understood the consultation will also include opportunities for an Offset Fund. Following the consultation, the Council will publish additional guidance, as required.</u>	In response to representations from HCC Environment	N	N
MA/50	Building sustainable communities	68	Paragraph 6.4, 9 th bullet point	Allotments and other urban open land including woodland, <u>green infrastructure</u> and town or village greens;	Reference and recognition to Green Infrastructure in response to HMWT representation	N	N
MA/51	Building sustainable communities	69	CS19	iii) public transport accessibility, and local <u>and strategic</u> road <u>network</u> capacity; and	In response to Highways Agency representations	N	N

MA/52	Building sustainable communities	69	Paragraph 6.11	In order to achieve this, the Council has adopted a Planning Obligations SPD with a local standard charge or facilities and infrastructure delivered by the Council, focused on smaller housebuilding schemes, typically of 1 to 15 units, to be secured through a planning obligation under Section 106 of the Town and Country Planning Act. <u>Hertfordshire County Council's approach, methodology and calculations contributions in respect of the planning obligations sought towards these services is set out in Planning Obligations Guidance – Toolkit for Hertfordshire (2008).</u>	In response to representations from HCC Environment	N	N
MA/53	Building sustainable communities	70	Table 11	Highways and Transportation <ul style="list-style-type: none"> • Public Transport improvements • On- and off-site highway improvements • Community Transport (including both Dial-a-Ride and voluntary car scheme) • Greenways (generally shared routes for cycling, equestrian and pedestrian use) • Parking improvements in the vicinity of the site • <u>Intelligent Transport Systems</u> • <u>Travelwise</u> 	In response to representations from HCC Environment	N	N
MA/54	Building sustainable communities	73	Paragraph 6.22, 10 th line	developed on selected <u>sites</u>	Typographical error	N	N
MA/55	Building sustainable communities	73	CS22	and should be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS21, CS23 and CS25	In response to Highways Agency Representations	N	N
MA/56	Transport and parking	74	Insert block	Chapter 7 “To improve road safety and obtain the best use of the existing highways network through effective design, maintenance and management.” <i>Key environmental aim, Hertsmere Community Strategy, P.16</i>	In response to representations from HCC Environment	N	N

				<p><u>"To reduce the rate of traffic growth through integrated land use planning."</u> <i>Hertsmere Community Strategy, Environment Action Plan</i></p> <p><u>"To raise levels of access by seeking development in locations not dependent on access by car and by requiring the provision of physically accessible transport interchanges and other buildings"</u> <i>LDF Core Strategy Objective 8"</i></p> <p><u>"To provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment."</u> <i>Hertfordshire Vision in Hertfordshire's Local Transport Plan 2011 - 2031</i></p>			
MA/57	Transport and parking	74	Paragraph 7.1	There are several areas that have been recognised across the Borough that continue to cause concerns about congestion, including: the Hartspring roundabout on the A41; Elstree High Street crossroads; the Stirling Corner roundabout; and the South Mimms services (Bignell's Corner) junction.	In response to representations from HCC Environment	N	N
MA/58	Transport and parking	75	Paragraph 7.2	Working with Hertfordshire County Council, the local Highways Authority, Hertsmere Borough Council has a major role to play in ensuring development is consistent with the key Transport Objectives of the Hertfordshire Local Transport Plan.	In response to representations from HCC Environment	N	N
MA/59	Transport and parking	74	Paragraph 7.2	The LDF has an important role to play in shaping transport patterns, both in terms of the location of new development and the attractiveness of alternative modes of travel. <u>The application of car parking standards and parking management can also influence car usage and behaviour.</u>	In response to representations from HCC Environment	N	N
MA/60	Transport and	75	Paragraph 7.5	In considering the location of major new development	In response to	N	N

	parking			proposals, the Council will also have regard to proposals in an approved or emerging Transportation Plan for an area or other related statutory documents, in particular the Hertfordshire Local Transport Plan (April 2011) and the Watling Chase Greenways Strategy. A number of urban transportation plans Three Urban Transport Plans have been produced for different parts of the Borough, the Borehamwood and Elstree UTP, the Potters Bar UTP and the South West Hertfordshire Transport Plan. are also currently under preparation. The Council recognises that the Borehamwood and Elstree Transport Study, prepared by Colin Buchanan in conjunction with Hertfordshire Highways County Council , will be an important consideration in determining how further growth can be accommodated in Borehamwood, including along the Elstree Way Corridor.	representations from HCC Environment		
MA/61	Transport and parking	75	Paragraph 7.6	(To be inserted at the end of the paragraph) Reference should also be made to advice set out in DfT Circular 02/2007, the Highways Agency's Protocol for Dealing with Planning Applications, and local highway authority documentation, in terms of producing transport assessment in support of development proposals.	In response to Highways Agency Representations	N	N
MA/62	Transport and parking	75	Paragraph 7.7	Travel Plans will be required for major trip generating commercial, education, healthcare, residential and other developments through the use of Section 106 legal agreements or planning conditions. Additional details on requirements for Travel Plans are set out in the new Parking Supplementary Planning Document, which has been prepared with regard to separate guidance published by Hertfordshire County Council on both Travel Plans and the wider transport aspects of new development (Roads in Hertfordshire, 20011).	In response to representations from HCC Environment	N	N
MA/63	Transport and parking	75	CS23	i) it does not conflict with the Transport Objectives of the Hertfordshire Local Transport Plan (April 2011) and	In response to representations from	N	N

				associated Accessibility Strategy;	HCC Environment		
MA/64	Transport and parking	75	CS23	ii) it is accompanied by a suitable Travel Plan (for developments over 2,500sqm or 80 residential units), prepared in accordance with guidance set out in the Parking Supplementary Planning Document <u>and DfT guidance on preparing travel plans.</u>	In response to Highways Agency Representations	N	N
MA/65	Transport and parking	75	CS23	iv) it contributes, where required, to the provision or funding of new infrastructure or improved public transport services and non-motorised routes. <u>v) the cumulative impact on the highway network can be adequately mitigated.</u>	In response to representations from HCC Environment	N	N
MA/66	Transport and parking	77	Paragraph 7.14	Parking levels can also be influenced by the availability of measures, which encourage reduced dependency on the car such as the availability of car clubs or high quality cycle lanes and pedestrian links. It is only likely to be appropriate and practical to seek a lower average number of spaces per unit where the location of the site can support such parking levels, particularly through the provision of communal parking. <u>The installation of electric vehicle charging points can help those who are car-dependant to reduce their emissions and in turn their contribution to climate change, these will be supported in all new developments.</u>	In response to representations from HCC Environment	N	N
MA/67	Transport and parking	78	Table 14, column heading 2	<u>Required Maximum</u> number of car parking spaces	Correction	N	N
MA/68	Transport and parking	79	Paragraph 7.24	Particularly notable implementations have included the second only 'pegasus' crossing in Hertfordshire (an equestrian road crossing <u>a traffic-light controlled road crossing for horse-riders</u>)	In response to representations from HCC Environment	N	N
MA/69	Town centre and shopping	80	CS25	Policy CS25 Promoting alternatives to the car The Council will support a wide range of measures to provide safer and more reliable alternatives to the car for accessing new development and existing development and other destinations across the	In response to representations from HCC Environment	N	N

				Borough including: i) improved public transport facilities; ii) additional public transport routes and stops; iii) enhanced and new non-motorised links (including Greenways) within and between urban and rural areas, along or additional to the existing rights of way and highways network, which increase walking, cycling or riding opportunities;			
MA/70	Town centre and shopping	82	Paragraph 8.5 3 rd line	The Council will ensure that proposals within Borehamwood, Potters Bar, Radlett and Bushey town centres are appropriate to the size and scale of the centre. There are a number of larger supermarkets within Borehamwood and Potters Bar, including a new supermarket which opened at Stirling Corner in January 2011,	Typographical error	N	N
MA/71	Town centre and shopping	84	Policy CS27	The retail function and vitality of designated centres will be reinforced through the designation of primary and secondary shopping frontages in Borehamwood, Potters Bar, Bushey and Radlett. [the remainder of the policy has not been repeated in this errata]	Typographical error	N	N
MA/72	Implementation and monitoring framework	88	Table 17 - Nature Conservation: The protection of the Borough's environmental assets:	<u>Number of new or resurveyed TPOs</u>	Agreed common ground with The Forestry Commission on a more positive approach to monitoring trees	N	N

MA/73	Implementation and monitoring framework	88	Table 17 - Nature Conservation: The protection of the Borough's environmental assets:	<u>Number and area of Wildlife Sites under positive conservation management</u>	To be in compliance with National Indicator 197 on the progression of nature conservation, in response to HMWT representation	N	N
MA/74	Implementation and monitoring framework	88	Table 17 – Built Heritage: The protection of the Borough's built heritage:	% of listed buildings identified as 'at risk'	To be clear that not all buildings 'at risk' are statutorily listed in response to English Heritage representation	N	N
MA/75	Implementation and monitoring framework	89	Table 17 – Transport and Accessibility	Number of new or enhanced Greenway or cycle routes % of approved major commercial developments with a Green Travel Plan and cycling measures Increasing use of cycling, walking, public transport and reduction in travel by car mode desired	In response to HCC Environment representation	N	N
MA/76	Implementation and monitoring framework	89	Table 17 – Transport and Accessibility	Responsible Agents two references changed to Hertfordshire Highways <u>County Council</u>	In response to HCC Environment representation	N	N
MA/77	10. Responding to this Document	90	10. Responding to this Document	{Delete Chapter}	Update following consultation	N	N
MA/78	Glossary and acronyms	91	Title	11. 10. Glossary and acronyms			
MA/79	Glossary and acronyms	91	Final row, 3 rd column, 3 rd line	inwards investment	Typographical error	N	N
MA/80	Glossary and acronyms	92	Insert	<u>Public Transport: Also known as passenger transport and includes bus, coach and rail services, private coaches, school buses, taxis, and Dial- a-ride.</u>	In response to HCC Environment representation	N	N

MA/81	Appendix 2	96	First column	St. Albans is a historic town with associated development constraints, therefore Green Belt alterations, which could impact on the future openness of the Green Belt surrounding Radlett and Shenley, may be required to accommodate new homes.	Typographical error	N	N
MA/82	Appendix 2	96	-	London Borough of Harrow (Core Strategy <u>Submission version December 2011</u> Preferred Option Report December 2009 ; Site Specific Proposals DPD Issues and Options Report 2006)			
MA/83	Appendix 2	97	-	Watford Borough Council (Core Strategy <u>Significant Changes Consultation November</u> Pre-Submission May 2011)			