

Broxbourne Local Development Framework

Pre-Submission Core Strategy

August 2010



PUBLICATION

1. The Broxbourne Core Strategy is issued for pre-submission publication for a six week period from Monday 23rd August 2010 until **Friday 15th October 2010**.
2. The Core Strategy can be viewed at:
 - the Council's website www.broxbourne.gov.uk/corestrategy
 - the Council's offices at Bishops' College in Cheshunt
 - all One Stop Shops in Broxbourne
 - all public libraries in Broxbourne
3. It is possible to comment on the Core Strategy in a number of ways:
 - submit your response online
 - email your response to corestrategy@broxbourne.gov.uk
 - fax your response to **01992 643386**
 - post your response to:

Broxbourne Borough Council
Environmental Services Department
Planning Policy Team
Bishops' College
Churchgate
Cheshunt
Hertfordshire
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4. All comments will be considered by an independent inspector appointed by the Government to host an Examination in Public to determine the "soundness" of the Core Strategy.
5. Please contact the Planning Policy Team at corestrategy@broxbourne.gov.uk or by phoning **01992 785559** if you have any questions. The Council can also make the document available in large print, Braille or a spoken recording if required.

CONTENTS

One Page Summary	3
Introduction	4
Spatial Portrait	7
Main Challenges	13
Drivers of Change	15
Spatial Vision	17
Key Diagram	18
Strategic Objectives	19
Policy CS1 – Sustainable Neighbourhoods	20
Policy CS2 – Housing Development	24
Policy CS3 – Housing Mix	31
Policy CS4 – Travelling Community	35
Policy CS5 – Employment	38
Policy CS6 – Retail and Town Centres	46
Policy CS7 – Greater Brookfield	51
Policy CS8 – Environment	58
Policy CS9 – Infrastructure	68
Policy CS10 – Planning Contributions	78
What If...?	81
Implementation and Monitoring	83
Local Plan Policies to be Deleted	94
Glossary	95

ONE PAGE SUMMARY

6. The Core Strategy is a short and easy-to-read document which sets out a vision for the future of Broxbourne as a prosperous and sustainable community. It explores the unique features of the borough and identifies the main challenges and key drivers of change over the next 15 years. It then sets out ambitious but realistic plans to guide new development, regenerate neighbourhoods, improve services and facilities and protect the environment.

7. The key policies of the Core Strategy are:
 - To regenerate neighbourhoods by building high quality and sustainable homes in urban areas, small edge-of-urban sites and/or large green belt sites where they are well connected to services and facilities by public transport, walking and cycling.
 - To build 240 dwellings per year with a flexible 40% affordable housing policy for on-site provision or commuted payments for off-site provision. There should be a mix of house types and sizes with developments in urban areas basing their design and density on local surroundings and developments in other locations favouring family homes.
 - Greater Brookfield will be developed for in the order of 50,000 sq.m. of new retail floorspace, 15,000 sq.m. of new leisure floorspace including a multi-screen cinema and bowling alley and about 300 dwellings as well as major transport improvements. Hoddesdon and Waltham Cross town centres will remain popular destinations for food shopping, non-food shopping, eating/drinking and community events.
 - Existing employment areas will continue to be a focus for job creation and will be complemented by new retail and leisure jobs at Greater Brookfield and high-value jobs at Park Plaza.
 - All development will be designed to enhance its surroundings and to reduce its impact on climate change. The green belt, Lee Valley Regional Park and other important open spaces, landscapes and historic areas will continue to be protected and enhanced.
 - Appropriate infrastructure such as rail services, buses, utilities, schools and healthcare centres will be brought forward to support regeneration and growth and an A10 Route Management Strategy will be prepared to minimise road congestion.
 - Sense of community and sense of place will be enhanced by promoting unique assets such as the Olympic Lee Valley White Water Centre and Lee Valley Regional Park.

INTRODUCTION

8. The Core Strategy sets out the spatial vision for the future of Broxbourne. It is a short and easy-to-read document which addresses the key planning issues facing the borough.
9. It sets ambitious but realistic plans for Broxbourne to become a more prosperous community with high quality buildings and public spaces, a mix of apartments and larger family homes, more high-value jobs, new facilities for visitors, attractive green spaces, lively town centres and eye-catching shopping and leisure facilities at Brookfield.
10. It is written for local residents to understand where and when development will take place, for landowners and developers to understand the rules governing development proposals and for service providers to understand what infrastructure and facilities are needed.



What
will be delivered?



Where
will it be delivered?



When
will it be delivered?



How
will it be delivered?

11. Government guidance states that core strategies should plan for at least 15 years from their date of adoption. The Broxbourne Core Strategy therefore covers the period to 2026. It also makes early judgements about what might happen in the longer-term beyond 2026.
12. The Core Strategy seeks to deliver the objectives of national, regional and local documents.
13. [National guidance](#) seeks to deliver sustainable development that achieves social progress, protects the environment, makes prudent use of resources and maintains economic growth. It establishes policy objectives for a wide range of planning topics such as housing, employment, retail, transport, environment and climate change. It states that core strategies should not repeat national guidance unless they add local distinctiveness.
14. Until July 2010 the planning system required the Core Strategy to deliver policy objectives in the [East of England Plan](#). It classified Broxbourne as a priority area for regeneration and an area of acute affordable housing pressure. It also set a target for 5,600 new dwellings in the borough in the period 2001-2021 and directed that a local green belt review be undertaken to meet all development needs to 2031. The new Government has revoked regional strategies

which mean that the targets and policies of this Core Strategy are now based on national guidance, local evidence and the views and desires of the community.

15. The [Regional Economic Strategy](#) seeks to build an internationally competitive region and encourages Hertfordshire to nurture its long-term competitiveness through resource efficient and low carbon growth. The [Hertfordshire Economic Development Strategy](#) plans for a resilient and low carbon economy with quality jobs, innovative and dynamic businesses and an entrepreneurial culture. The [Broxbourne Economic Development Strategy](#) sets out short-term actions to broaden the local economic base, invest in infrastructure, develop a skilled and educated workforce, support town centres, maximise benefits arising from the Olympics, provide business support and work towards a low carbon economy.

16. The Core Strategy seeks to deliver the objectives of the [Broxbourne Sustainable Community Strategy](#). Its vision is to continue to be a pleasant, prosperous, safe, healthy and green place where people want to live, work, spend leisure time and do business. Partners will work with the community to enhance the sense of place and improve the quality of life for all.
 - Theme 1 [Health and Wellbeing](#) prioritises access to health services, health inequalities, smoking, fitness and obesity.

 - Theme 2 [Community Safety](#) prioritises community safety, crime reduction, managing offenders, alcohol / drug misuse and anti-social behaviour.

 - Theme 3 [Children and Young People](#) prioritises education, training and attainment, aspirations, activities for young people, obesity, underage drinking / drug misuse and support for parents and vulnerable children.

 - Theme 4 [Jobs, Prosperity and Skills](#) prioritises a broad economic base, employment opportunities, infrastructure investment, town centres, the Olympics, business support and apprenticeships.

 - Theme 5 [Places to Live](#) prioritises sustainable communities, housing sites, affordable housing, homelessness, housing quality and support for vulnerable people.

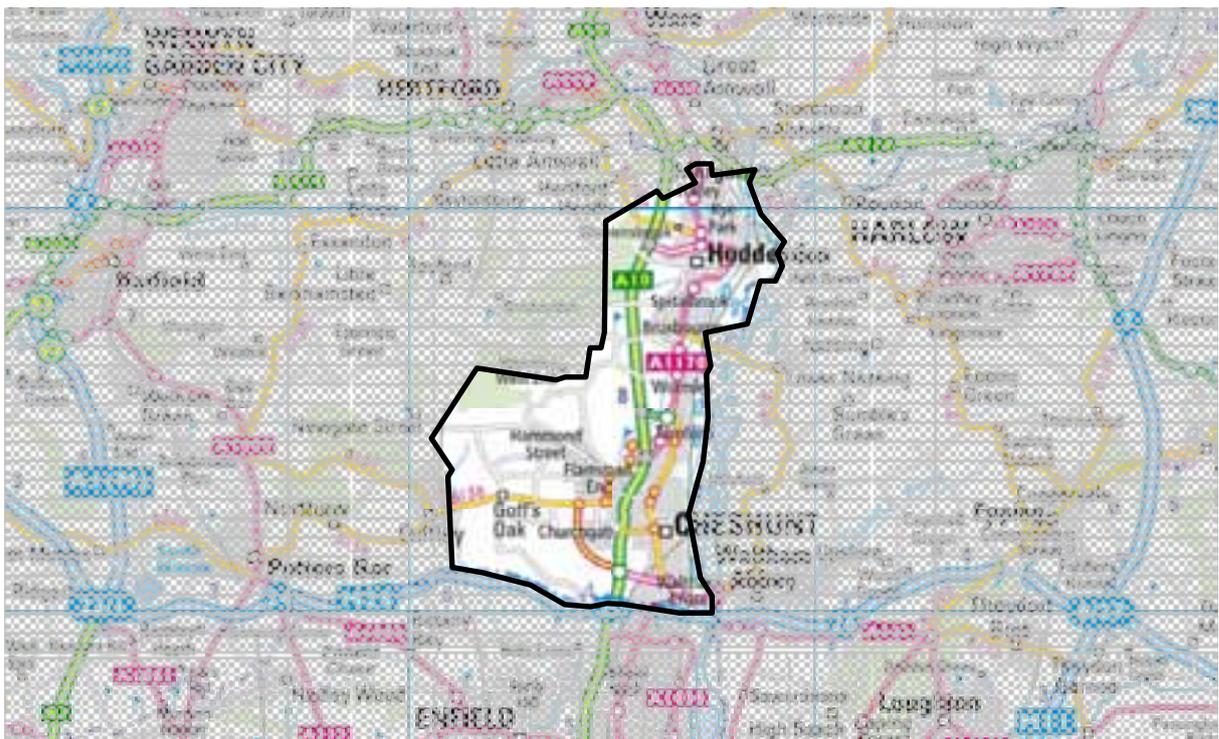
 - Theme 6 [Transport and Access](#) prioritises congestion, access to railway stations, co-ordinated modes of travel, service quality, lower car usage and walking and cycling.

- Theme 7 The Environment prioritises street scene, recycling, composting, climate change, carbon footprint, open spaces, air and water quality and flora and fauna.
 - Theme 8 Stronger Communities prioritises volunteering, civic participation, togetherness, information about meeting spaces and inter-generational activities.
 - Theme 9 Older People prioritises support and information for independent living, housing opportunities, benefits take-up and social linkages.
17. The Core Strategy also reflects the policies of local transport plans, waste and mineral plans, the planning documents of other councils and the service delivery plans of statutory bodies.
18. The Core Strategy is informed by a comprehensive [evidence base](#) and extensive [public consultation](#) with residents, community groups, businesses, statutory bodies, landowners and developers. To ensure there are no undesirable or unintended impacts, the document has undergone a [Sustainability Appraisal](#) to identify its broad environmental, economic and social effects and a [Habitats Assessment](#) to ensure that important wildlife sites are protected.
19. After publication the Core Strategy will be submitted to the Government who will appoint an independent inspector to host an examination to determine its “soundness”. It should be justified (founded on a robust and credible evidence base and most appropriate when considered against reasonable alternatives) and effective (deliverable, flexible, able to be monitored and consistent with national policies). After the examination, the inspector will publish a binding report setting out any changes that should be made. The Core Strategy will then be adopted by the Council as the overarching development plan for Broxbourne.
20. The anticipated timetable is:
- | | |
|---------------------------------|-----------------------|
| ■ Pre-Submission publication | August – October 2010 |
| ■ Submission to the Government | November 2010 |
| ■ Examination | January 2011 |
| ■ Receipt of Inspector’s Report | March 2011 |
| ■ Adoption of Core Strategy | May 2011 |
21. Once the Core Strategy is adopted, the Council will prepare a [Site Allocation DPD](#) and [Development Control Policies DPD](#), both of which are scheduled for adoption in 2012.

SPATIAL PORTRAIT

22. This chapter explores the unique features of Broxbourne and explains why it is a popular place to live, work and visit.
23. Broxbourne is located in south-east Hertfordshire. It is bordered by East Hertfordshire to the north, Epping Forest to the east, Enfield to the south and Welwyn Hatfield to the west. The borough covers 51 square kilometres of which 66% is green space, 31% is urban land and 3% is water. Its north-south shape is influenced by the Lee Valley Regional Park, the London-to-Cambridge railway line and the A10. Hoddesdon, Cheshunt and Waltham Cross stretch along this corridor to form a near continuous urban area. Development to the west includes Bury Green, Hammondstreet and Goff's Oak. The rest of the borough is generally rural countryside and designated as green belt with land to the east forming part of Lee Valley Regional Park and woodland to the west protected for its wildlife, scientific and archaeological value. The M25 and the outer limits of London mark the southern boundary.

Map 1: Broxbourne and Surroundings



Map 2: Borough of Broxbourne



24. There are good transport services with access to the A10, M25 and wider motorway network and fast rail links to London Liverpool Street, Cambridge and Stansted airport as well as local services to north London, Hertford and Harlow. It is possible to reach central London in 30 minutes and three international airports within an hour. These north-south transport routes mean that Broxbourne acts as a gateway between urban London and leafy Hertfordshire.



Picture 1: Broxbourne has good transport services

25. Broxbourne currently has about 90,000 residents, 39,000 dwellings and 38,000 jobs. It has a range of shopping centres, thirty-five primary schools, seven secondary schools, public and private healthcare centres, community facilities such as libraries, community halls, religious venues, pubs and hotels and a good choice of open spaces, sports pitches and play areas. There is also a range of ancient monuments, archaeology sites, listed buildings and conservation areas with many sites protected for their wildlife value.
26. The borough performs well in terms of national and regional socio-economic indicators but is slightly behind the rest of Hertfordshire. Health standards are generally keeping pace with county averages but there are some major differences in the housing and employment market. Many of the borough's main challenges relate to the fact that, in comparison with Hertfordshire, it has fewer social rented homes, fewer detached homes, fewer office jobs, fewer high-skilled workers, lower education standards and lower wages.

Table 1: Broxbourne Key Facts

		Broxbourne	Hertfordshire
	Under 16	21%	21%
	Working age	65%	65%
	Over 65	14%	14%
	Detached	16%	23%
	Semi-detached	30%	29%
	Terraces	33%	29%
	Apartments	21%	19%
	Owner occupied	80%	73%
	Social rented	13%	19%
	Private rented	7%	7%
	Managers and Professionals	21%	30%
	Intermediate	48%	44%
	Routine and Manual	31%	27%
	Office jobs	20%	25%
	Industry and Warehouse jobs	34%	28%
	Other jobs i.e. retail, health, education	46%	47%
	Weekly earnings	£504	£578
	Children in poverty	19%	14%
	No qualifications	30%	23%
	Degree qualification	12%	24%
	Female life expectancy	82.5	82.6
	Male life expectancy	79.6	79.1
	Over 65s not in good health	19%	17%
	Adults who smoke	26%	23%
	Deaths from smoking per 10,000	197	186
	Healthy eating adults	23%	25%
	Obese adults	26%	25%
	Obese children	11%	9%
	Teenage pregnancies per 1,000	34	26
	Infant deaths per 1,000	3.2	3.4

Sources: Census 2001, NOMIS, East of England Forecasting Model, NHS Health Profiles

27. Broxbourne is not simply a sum of its parts. It contains many towns with their own histories, distinctive features and unique problems.
28. Hoddesdon is an historic market town which originally developed as a coach stop between Cambridge and London. Its current economic prosperity relies on the town centre, Essex Road industrial area, the Merck Sharp Dohme pharmaceutical site and commuting links to London, Hertfordshire and Essex. The town has about 21,000 residents and 9,000 dwellings with a mix of detached and semi-detached properties, Victorian terraces, 1960s apartments and modern townhouses. Local amenities include the town centre and its markets, Rye House railway station, Broxbourne civic hall, Lowewood museum, Hoddesdon police station, a fire and ambulance station, John Warner leisure centre, football and cricket clubs and attractive open spaces at Rye Park and Barclay Park.
29. Broxbourne and Wormley/Turnford developed as hamlets on the London-Cambridge coach route but merged together as further development took place between the New River and railway line. Broxbourne is a prosperous community with about 6,000 residents and 2,400 dwellings and a large proportion of detached and semi-detached properties while Wormley/Turnford has about 8,000 residents and 3,500 dwellings and a larger number of terraces and apartments. Local amenities include Broxbourne railway station, Hertford Regional College, Wormley playing fields and easy access to the Lee Valley Regional Park.
30. Cheshunt once had a strong fruit and vegetable industry and the largest area of land under glasshouses anywhere in the world, but rising fuel prices and international competition meant that much was redeveloped for housing. The urban area includes Cheshunt, Flamstead End, Rosedale, Bury Green and parts of Hammondstreet as well as Delamare Road industrial area to the east and Brookfield to the west. The area has about 35,000 residents and 15,000 dwellings with a high number of semi-detached and terraced properties. Residents are slightly less prosperous than the borough average. Local amenities include the Old Pond district centre, Brookfield shops, Cheshunt railway station, Cheshunt police station, a fire and ambulance station, an urgent care centre, Grundy Park leisure centre, Cheshunt Park golf course, a football club, the Herts Young Mariners base and attractive open spaces at Grundy Park, Whit Hern Park and Cedars Park.
31. Goff's Oak has a separate identity from the rest of Broxbourne. The protection of its village atmosphere and surrounding countryside has resulted in less suburban growth and the retention of healthy glasshouse industries. The area has about 6,000 residents and 2,500 dwellings, of which over half are detached but very few are affordable. The area is generally

prosperous with a high number of managers/professionals and degree qualifications. Local amenities include a local centre, a community hall and nearby Cuffley railway station.

32. Waltham Cross is a busy commercial market town which takes its name from the Eleanor Cross, a monument marking an overnight stop of Eleanor of Castille's funeral cortege in 1290. The town's economic prosperity relies on its town centre and markets, Lea Road / Britannia Road industrial area and News International printworks as well as strong links to Enfield and London. The area has about 14,000 residents and 6,000 dwellings, of which very few are detached but a high number are affordable. Residents are slightly less prosperous than the borough average, with higher unemployment and benefit claims, a lack of qualifications and low car access. Local amenities include the town centre and its markets, Waltham Cross and Theobalds Grove railway stations, Waltham Cross bus station, Cedars Park and easy access to the Lee Valley Regional Park. In 2012 it will host the Olympic white water canoe event and benefit from the legacy of a world-class facility.



Picture 2: Lee Valley White Water Centre

33. Many families who live in the borough have worked hard to move out of London and now wish to protect the safe, leafy and suburban character that originally attracted them to the borough. Residents are proud of their community and associate themselves with their own neighbourhood but Broxbourne as a whole needs to establish a stronger identity. This will help to attract more visitors and new investment.

MAIN CHALLENGES

34. There are a number of challenges facing Broxbourne.

- ✘ The borough is responding to the impacts of the recession. It is unclear how long this will last or when things will recover.
- ✘ The need for more homes is being fuelled by demographic trends towards people living longer and a decline in average household size as people choose to live on their own and as marriages and relationships end. There is also a strong pattern of households in-migrating from London and out-migrating to East Hertfordshire. An ageing population is likely to require more specialist accommodation.
- ✘ There is a serious lack of affordable housing and about 2,200 households on the Council's waiting list. A relatively high income is needed to afford even the cheapest homes and grants to fund new affordable homes could be scaled back in future years.
- ✘ The emphasis on urban sites over the past decade has greatly increased the number of apartments and smaller properties in the borough, with far fewer larger family homes coming forward. This has skewed the socio-economic characteristics of the area.
- ✘ Broxbourne has a relatively low-value and low-knowledge economy. Many jobs are in industry and warehousing with a sluggish office market. Residents earn £73 less per week than their Hertfordshire counterparts, with the highest wages earned by those who out-commute to jobs in London and elsewhere. There is concern that providing more low-value jobs will attract workers from London rather than cater for local residents.
- ✘ Development options for new housing and employment areas are constrained by green belt designations as well as the M25 to the south and Lee Valley Regional Park to the east. Too much development in existing towns could cause cramming and too much development in the green belt could erode the borough's leafy suburban character. The presence of the River Lee and other watercourses means that many parts of the borough are susceptible to flooding.

- ✘ Most local students gain good GCSE results, but only 12% of residents have a degree compared to 24% in Hertfordshire. Rising birth rates are placing pressure on primary schools, particularly in Hoddesdon, Wormley and Waltham Cross, and will in time do the same to secondary schools.
- ✘ Broxbourne has high life expectancy and relatively low levels of teenage pregnancy, drug misuse and alcohol treatment but suffers from other health problems. One-in-four adults smoke and one-in-five is obese. Smoking, heart disease, strokes and cancers cause a high number of premature deaths. The projected increase in retired and very elderly people poses new challenges for housing and healthcare services. Alcohol and drug misuse are perceived to be local problems.
- ✘ Broxbourne performs relatively well in national and regional terms, but is the second most deprived district in Hertfordshire and contains some notable areas of deprivation in Waltham Cross, Cheshunt, Flamstead End, Wormley and Rye Park. Crime and anti-social behaviour are perceived to be local problems.
- ✘ Broxbourne has about 18,000 people who live and work within its borders, 25,000 out-commuters and 14,000 in-commuters. Key road and rail routes are becoming more congested as a result of these and other journeys. Broxbourne and Cheshunt railway stations are poorly located to serve employment areas and town centres but growth opportunities are constrained by their proximity to the Lee Valley Regional Park. One-fifth of households has no access to a car.
- ✘ The level of non-food shopping opportunities means that £90 million of local spending is lost to competing centres at Enfield, Harlow and Welwyn Garden City and a further £91 million to other centres. Hoddesdon and Waltham Cross are popular market towns but do not have the capacity to accommodate major development. Brookfield is well located but suffers from access and circulation problems.
- ✘ The 2009 Place Survey reveals that the most important issues facing Broxbourne are problems with young people, council tax levels, unemployment, development pressures and anti-social behaviour. The least important issues are climate change, parking enforcement, poverty/social exclusion, race relations and the number of people who want to live in the borough. Residents would like more done to sustain local character, raise quality of life, improve community safety and investment in town centres.

DRIVERS OF CHANGE

35. Drivers of change are the important policies and actions that will be used to help address the main challenges facing Broxbourne. Because it is difficult to predict every challenge and anticipate all drivers of change, the Core Strategy is deliberately flexible and responsive to changing circumstances.

- ✓ The new Government has been elected on the strength of its desire to return decision-making powers to councils and local communities. They have revoked the East of England Plan and begun to amend many national policies. The climate change agenda emphasises the importance of sustainable transport, energy efficiency, renewable energy, water saving and waste reduction.
- ✓ Broxbourne is well placed to benefit from its proximity to London. Road and rail links provide easy access to job opportunities in Enfield and the City and a range of world-class sporting, cultural and shopping facilities. There is potential to attract businesses keen to locate near major transport routes such as the M25.
- ✓ The borough is generally prosperous and has the ability to become even more so by attracting a broader economic base with high-value jobs and a balanced mix of homes including more larger family properties.
- ✓ The borough will host the 2012 Olympic white water canoe event and benefit from the legacy of a world-class leisure facility. The Olympics present a unique opportunity to raise the borough's profile and an interest in sporting and cultural activities.
- ✓ Broxbourne has a wealth of open countryside, ancient woodland, regional parkland and green spaces. Despite the recession, good wages and flexible working hours provide many opportunities for leisure and recreation. Key local attractions include town centres, Brookfield Centre, Lee Valley Regional Park and nearby Paradise Wildlife Park.
- ✓ Communities where families and friends live nearby and people gossip with their neighbours over the garden fence are being replaced by communities where families and friends live longer distances apart, where people do not know their neighbours very well and instead socialise through clubs, events and on the internet.

- ✓ There is a strong emphasis on raising quality in the borough, in terms of the design and appearance of development, in terms of the type of jobs that are created and in terms of the environment and green space.

- ✓ The Council's top ten priorities for 2010 are: Olympics and Renaissance; town centres; balance across the borough; community safety and reassurance; communication; financial goals; quality; planning, green belt and Brookfield; street cleansing and environment; and young people.

SPATIAL VISION

36. The Spatial Vision is a description of how Broxbourne will change by 2026 and beyond.

Spatial Vision for Broxbourne

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

The sense of community will be enhanced by delivering high quality development and attractive open spaces and the sense of place will be enhanced by promoting unique assets such as the Olympic Lee Valley White Water Centre, Lee Valley Regional Park, attractive market towns and Brookfield Borough Centre.

Broxbourne will be a desirable community for about 97,000 residents with a mix of market and affordable apartments, family and larger homes to buy or rent, a mix of jobs to suit all skill levels, a range of services and facilities and well maintained public spaces, roads and utilities. Better access to high-value jobs and skills/training opportunities will raise prosperity and encourage more people to live and work in the borough.

Hoddesdon and Waltham Cross town centres, Cheshunt Old Pond, Brookfield Centre and the network of local centres will be enhanced as popular destinations for shopping and leisure.

Transport improvements will help to manage traffic congestion on the A10 and other main roads, improve rail and bus services and make it easier and safer to walk and cycle.

In the short-term, development will focus on suitable urban sites to make best use of land and help achieve neighbourhood regeneration. The presence and legacy of the 2012 Olympic Games will be used to raise prosperity in Waltham Cross and elsewhere. Greater Brookfield strategic allocation will provide high quality shopping and leisure facilities and housing development.

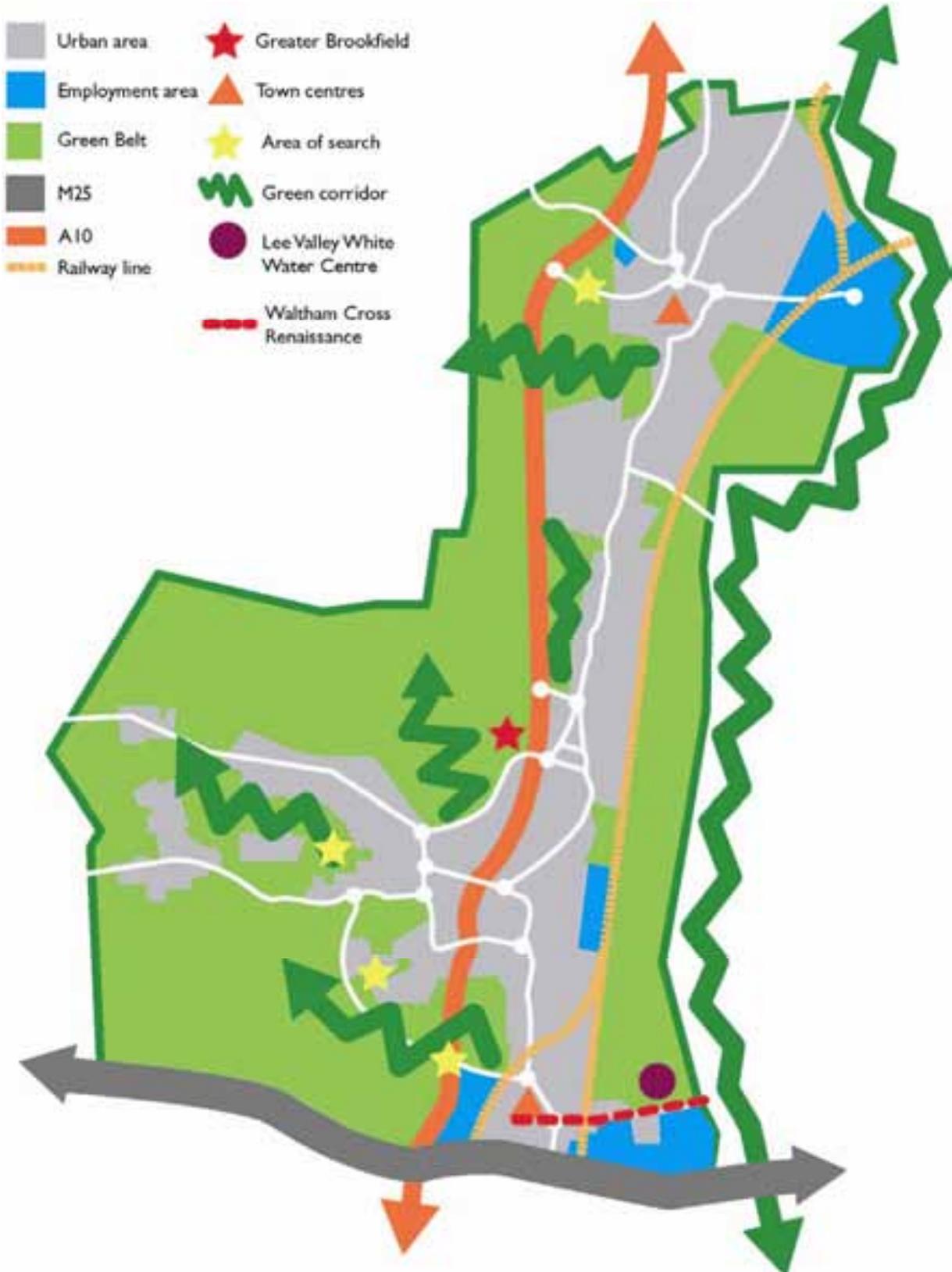
In the medium and long term, suitable urban sites will be complemented by green belt sites in order to deliver more family and larger homes. Land may be released at West of Hoddesdon, Goff's Oak, Bury Green and/or Albury Farm East for new housing and at Park Plaza West and/or Maxwells Farm West for new employment opportunities. Proposals will be brought forward in accordance with comprehensive masterplans to help secure appropriate services and facilities.

All development will be designed to enhance its surroundings and to reduce its impact on climate change. The green belt, Lee Valley Regional Park and other important open spaces, landscapes and historic areas will continue to be protected and enhanced.

KEY DIAGRAM

37. The Key Diagram is a graphic representation of the spatial vision for Broxbourne. It identifies the sites where development is planned and areas which will be protected from development.

Map 3: Key Diagram



STRATEGIC OBJECTIVES

38. Strategic Objectives seek to deliver the Spatial Vision and all nine themes of the [Sustainable Community Strategy](#), particularly those four themes that deal with development issues.

Sustainable Community Strategy Theme 4: Jobs, Prosperity and Skills...

SO1 Prosperity Ensure that physical, social and economic regeneration improves prosperity for all residents and that the presence and legacy of the Olympic Games benefits the borough as a whole and the Waltham Cross area in particular.

SO2 Jobs Strengthen the local economy by creating a range of job opportunities in town centres, existing employment areas and at Greater Brookfield and seek to create high-value jobs at new employment areas in the Southern A10 Corridor.

SO3 Town Centres Sustain and improve Hoddesdon and Waltham Cross town centres, Cheshunt Old Pond and the network of local centres as popular destinations for shoppers, visitors, traders and businesses.

SO4 Greater Brookfield Deliver Greater Brookfield for in the order of 50,000 sq.m. of retail floorspace, 15,000 sq.m. of leisure floorspace and about 300 dwellings as well as associated transport improvements.

Sustainable Community Strategy Theme 5: Places to Live...

SO5 Neighbourhoods Ensure that neighbourhoods are safe, attractive and served by a range of good quality services and facilities and that new development is well designed, well built and well related to its surroundings.

SO6 Housing Provide a range of market, affordable and special needs housing in existing towns, small edge-of-urban sites and/or large green belt sites.

Sustainable Community Strategy Theme 6: Transport and Access...

SO7 Transport Manage traffic congestion on the A10 and improve public transport, walking and cycling opportunities so that people do not always rely on their cars.

Sustainable Community Strategy Theme 7: The Environment...

SO8 Sustainability Deliver development which meets Broxbourne's current and future needs and contributes to global, national and local sustainability objectives.

SO9 Environment Protect and enhance the green belt, Lee Valley Regional Park, other green spaces and the wider countryside for visual, wildlife, recreation and tourism value.

SUSTAINABLE NEIGHBOURHOODS

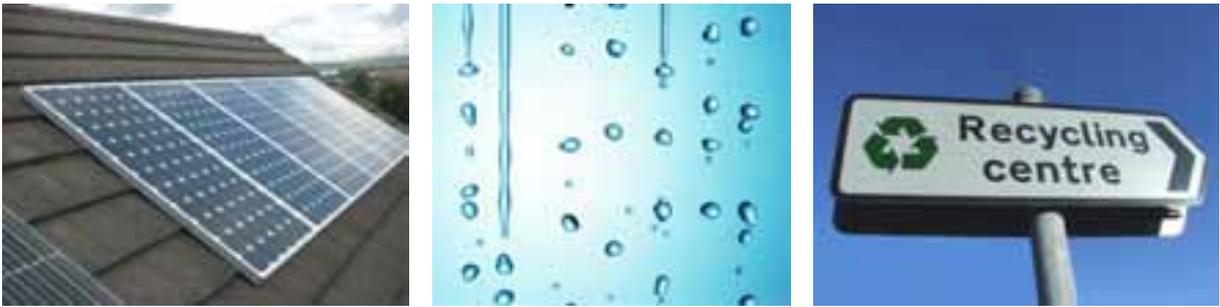
39. Sustainable neighbourhoods are well-planned, well-built and well-run places. They have attractive environments, a buoyant economy, good quality homes, services and transport and a fair and tolerant society. They are places where people want to live now and in the future.
40. The planning system seeks to create more sustainable neighbourhoods by achieving a close relationship between homes, workplaces and other destinations, by taking a precautionary approach to climate change, by respecting environmental limits and by establishing clear policies to reduce travel, achieve high quality, enhance the environment, minimise flood risk and generate more energy from low carbon and renewable sources.



Picture 3: Sustainable neighbourhoods help to enhance the environment

41. Broxbourne is already a sustainable place but there is room for improvement. There is a choice of homes to suit most incomes but a demand for more family properties, a choice of jobs to suit most skill levels and a need for more high-value job opportunities. The borough is generally prosperous but contains some notably deprived areas. There are good transport links but over half of the local workforce work outside the borough and some railway stations are poorly located to serve town centres and employment areas. People do their food shopping locally but often travel long distances to competing centres to buy non-food goods. There are good community services but development will create a demand for new schools, healthcare centres and leisure facilities. Residents have a lower carbon footprint than the county and regional average but greenhouse gas emissions may still have irreversible long-term consequences.

42. The strategy for sustainable neighbourhoods is to plan for beneficial growth and regeneration in and around urban areas, to improve accessibility by all modes of transport and to address climate change without sidelining higher priority community issues.
43. Building new homes, jobs and services in towns will use brownfield land, reduce the need to travel and the length of journeys and enhance the sense of community. Better town centres will attract local residents for shopping, eating/drinking and entertainment and new shops and leisure facilities at Greater Brookfield will claw back many unnecessary journeys to competing centres such as Enfield and Harlow. Existing neighbourhoods will be regenerated through a combination of economic regeneration in the form of new job opportunities in retail, leisure and service/tourism with a shift towards high-value jobs, social regeneration in the form of lower unemployment, higher wages and skills/training and physical and environmental regeneration in the form of better designed buildings, public spaces, green spaces and links between them. As well as strategic efforts the Council will use the index of multiple deprivation and other sources of information to target regeneration in areas which are deprived or perceived to be deprived such as Waltham Cross, Cheshunt, Flamstead End, Wormley and Rye Park.
44. New neighbourhoods will be subject to increasingly rigorous sustainability standards. The [Code for Sustainable Homes](#) requires new homes to become progressively more energy and water efficient until they reach zero carbon by 2016 and it is expected that these targets will be incorporated into building regulations in the near future. The Building Research Establishment Methodology ([BREEAM](#)) encourages water and energy efficiency, low carbon and renewable energy technologies, sustainable drainage and waste recycling in new business premises and public buildings. The [Hertfordshire Low and Zero Carbon Energy Study](#) reveals that Broxbourne has considerable scope for district heating (small-scale heat and power facilities serving a housing estate or employment area) in high density areas. It favours policies which maximise opportunities for low-carbon and renewable energy and supports tough sustainability targets providing they do not impact on development viability. The Environment Agency recommend that new dwellings should aim for 105 litres of water per person per day and that planning obligations be sought to retrofit water efficiency into existing properties, with the ultimate aim of water neutrality. The Council will work towards policies in the [Hertfordshire Waste Strategy](#) to achieve more recycling and composting and in the emerging [Hertfordshire Waste Core Strategy](#) to reduce the amount of waste going to landfill but to provide new waste facilities where appropriate. All such efforts will be supported by promotional campaigns to encourage more sustainable lifestyle choices.



Picture 4: New neighbourhoods will be subject to rigorous sustainability standards

45. The Council will explore opportunities to establish specific energy, water and waste targets in subsequent planning documents. This will include a review of the sustainability checklist in the [Broxbourne Local Plan](#) so that developers understand what must be done to achieve sustainable development. Its implementation may be supported by carbon monitoring to help developers calculate the carbon emissions of their proposal and for the Council to determine whether more could be done to reduce overall impact. The [Hertfordshire Low and Zero Carbon Energy Study](#) also highlights the potential for a carbon offset fund and notes that a similar allowable solutions mechanism is being incorporated into Building Regulations. The opportunity to install district heating systems will be considered as part of a [Site Allocation DPD](#).

Policy CS1 - Sustainable Neighbourhoods

Sustainable neighbourhoods will be achieved by:

- Planning for beneficial growth and regeneration in and around urban areas. Development will provide high quality housing and job opportunities, protect open spaces, design out crime and anti-social behaviour, provide habitats for wildlife and exhibit high standards of design which enhance local surroundings and protect distinctiveness.
- Achieving a closer relationship between homes, jobs and other services. Development will be directed to urban sites in existing towns, Greater Brookfield strategic allocation, small edge-of-urban sites that can be delivered without major infrastructure investment and/or large green belt sites supported by investment in roads, public transport, utilities, open spaces and community facilities.
- Improving accessibility. Development proposals will reduce the need to travel, improve public transport, walking and cycling opportunities and be accessible to all members of the community.
- Improving the sustainability of homes and other buildings. All development proposals will accord with national climate change, energy, water, waste and flood risk policies, achieve the relevant Code for Sustainable Homes standard and/or a high BREEAM rating and take account of guidance in the Hertfordshire Building Futures programme. Larger development proposals must explain how sustainability objectives will be implemented.

This policy contributes to:

SO1 Prosperity	SO2 Jobs	SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing	SO7 Transport	SO8 Sustain- ability	SO9 Environ- ment
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HOUSING DEVELOPMENT

46. A key purpose of the planning system is to ensure that everyone has the opportunity to live in a decent home, in a community where they want to live and at a price they can afford.
47. New housing is needed in Broxbourne for a number of reasons. People are living longer and not passing their property on to the next generation. Many marriages and relationships end in separation and more young people are choosing to live alone. Smaller households mean that the local population is essentially spreading itself more thinly within the existing housing stock. Population growth since 2001 is overwhelmingly a result of high birth and low death rates, with net migration accounting for less than 5% of new residents. The continuation of these trends suggests that Broxbourne will have about 97,000 residents by 2026.
48. New housing will give people living in inappropriate accommodation the opportunity to move to a suitable property, for more affordable homes to be built for people who cannot afford to buy or rent on the open market and so that children and grandchildren of existing residents have somewhere to live in the future.



Picture 5: Large family homes in Hoddesdon

49. Broxbourne is an area of acute affordable housing need, with a low proportion of social rented properties compared to the rest of Hertfordshire, 2,200 households on the housing waiting list and where families earning less than £30,000 struggle to afford a market property.
50. The [Strategic Housing Market Assessment](#) recommends that Broxbourne should build 2,300 market homes and 2,500 affordable homes in the period 2006-2026 (equivalent to 240

dwellings per year) in order to cater for population growth and resolve existing affordability problems. National guidance also advises councils to base their housing targets on the likely economic viability of land and in this regard the [Affordable Housing Viability Study](#) finds that many sites in the borough are currently viable at 30% and up to 40% affordable housing. This means that Broxbourne will struggle to build the number of affordable homes recommended above unless it had an exceptionally high overall dwelling target. The Council considers that such a high target would place too much strain on local services and infrastructure and therefore considers that an indicative target of about 240 dwellings per year represents the best balance between meeting housing needs and not putting excessive pressure on the borough.

51. The housing trajectory compares this target with the number of dwellings currently committed for development and the capacity of urban sites identified in the [Strategic Housing Land Availability Assessment](#) in order to calculate how many dwellings might be needed in the green belt.

Table 2: Housing Trajectory to 2026

Source	Number of Dwellings
Dwelling target 2010-2016	1,440
Dwelling target 2016-2021	1,200
Dwelling target 2021-2026	1,200
<i>Dwelling Target Total</i>	<i>3,840</i>
Commitments as at 2010	900
Urban SHLAA sites 2010-2016	475
Urban SHLAA sites 2016-2021	620
Urban SHLAA sites 2021-2026	520
<i>Urban Capacity Total</i>	<i>2,515</i>
Dwellings required in green belt 2010-2016	65
Dwellings required in green belt 2016-2021	580
Dwellings required in green belt 2021-2026	680
<i>Green Belt Total</i>	<i>1,325</i>

52. Although not included in the table above, the borough also has 180 commitments on small sites. Their inclusion means that Broxbourne currently has over five years of housing land supply against an indicative target of 240 dwellings per annum. The trajectory ultimately indicates that a range of urban and green belt sites will be needed during the plan period to maintain this level of supply.

53. To help meet housing need throughout the plan period, suitable urban sites will be supported where they re-use brownfield land, make good use of local services and facilities and where their design and density are informed by local surroundings and infrastructure capacity. The cumulative consequence of urban SHLAA sites over the plan period is that Hoddesdon will gain about 790 dwellings, Broxbourne and Wormley/Turnford will gain about 380 dwellings, Cheshunt will gain about 640 dwellings and Waltham Cross will gain about 840 dwellings, which equates to about 65% of homes on brownfield land. Sites will be brought forward through the determination of planning applications, through the preparation of development briefs and by allocating them in a Site Allocation DPD.
54. To help meet short and medium term housing need, up to 11 hectares of land will be released from the green belt as part of Greater Brookfield strategic allocation for comprehensive mixed use development comprising retail and leisure floorspace and about 300 dwellings. The full justification is set out in Policy CS7 Greater Brookfield.
55. To help meet medium and long-term housing need, it will be necessary to bring forward green belt sites. Over seventy sites have so far been promoted to the Council as part of the SHLAA process. Small edge-of-urban sites are close to existing services and facilities, unlikely to require major infrastructure investment and capable of being brought forward as discrete schemes. They provide flexibility to respond to any short-term delays on urban sites or at Greater Brookfield and choice to deliver a mix of housing types. Large green belt sites are sites where the scale, impact and likely infrastructure requirements of development warrant a comprehensive approach.
56. The Key Diagram identifies four Areas of Search where there is scope for green belt sites to come forward to meet future housing and other development needs. They are more than sufficient to accommodate housing targets during and potentially beyond the plan period. The broad merits and constraints of each Area are explored below, but they will remain in the green belt at this stage as they do not require early delivery. The merits of each site will be considered and consulted on and the most appropriate site(s) will be allocated through a Site Allocation DPD.

Map 4: Housing Areas of Search



57. West of Hoddesdon Area of Search refers to land between the urban edge of Hoddesdon and the A10. Land currently in the green belt comprises a covered reservoir, thick woodland, High Leigh Farm, associated farmland and a number of dwellings fronting Hertford Road. SHLAA proposals indicate development interest for 600 - 1,000 dwellings on land either side of Dinant Link Road plus a further 260 dwellings on land to the north of Hertford Road. The introduction of new residents into the area would support actions to revitalise Hoddesdon town centre. The Council considers that land to the south of Lord Street should remain in the green belt as Barclay Park is valuable parkland and Spital Brook valley prevents Hoddesdon and Broxbourne from merging and acts as a green corridor to Hoddesdon Park Woods. The scale, impact and likely infrastructure investment means that development would be classified as a large green belt site warranting a comprehensive approach. The [Transport Modelling Study](#) finds that development could place pressure on Hertford Road, the A10 / Dinant Link Road junction and the A10 / College Road Cheshunt junction and would need to be considered as part of an A10 Route Management Strategy. Masterplanning will also need to consider access arrangements in light of the local highway authority's opposition to new links directly onto Dinant Link Road. A Site Allocation DPD will determine which roads or landforms could form defensible new green belt boundaries. This is likely to be the A10 to the west and Lord Street to the south.
58. Goff's Oak Area of Search refers to land broadly contained by Hammondstreet to the north, Rosedale to the east, Goff's Lane to the south and Goff's Oak village to the west. The whole area measures over 240 hectares and comprises housing, business premises, farms and associated farmland, active and derelict glasshouse sites and large areas of countryside. SHLAA proposals indicate development interest for a significant number of dwellings and the Council is aware of more detailed proposals being prepared for 750 - 1,000 dwellings to the west of Cheshunt. These would be well related to the existing urban area. The scale, impact and likely infrastructure investment means that development would be classified as a large green belt site warranting a comprehensive approach. The [Transport Modelling Study](#) finds that development could place pressure on the A10 / College Road Cheshunt junction and would need to be considered as part of an A10 Route Management Strategy. A Site Allocation DPD will determine which roads or landforms could form defensible new green belt boundaries. Obvious potential boundaries include Goff's Lane to the south and Rags Lane, Burton Lane or Crouch Lane to the west.
59. Bury Green Area of Search lies to the east of Lieutenant Ellis Way. Land currently in the green belt amounts to about 70 hectares and comprises a number of schools and playing fields, V&E Sports Club, Dark Lane allotments, Bury Green cemetery and a number of fields. The new St Marys secondary school is almost complete and planning permission exists for

an extension to Bury Green cemetery. SHLAA proposals indicate developer interest for about 300 dwellings. The urbanising influence of adjoining land uses, the proximity to existing services and facilities in Bury Green and Cheshunt, the likelihood that sites can be delivered without major infrastructure investment and the opportunity to bring them forward on a discrete basis makes them suitable for development as small edge-of-urban sites in the medium or long term. Development may warrant a new defensible green belt boundary. This is likely to be Lieutenant Ellis Way.

60. The Southern A10 Corridor Area of Search comprises three distinct parcels of land: Albury Farm East which is favoured for housing development and Maxwells Farm West and Park Plaza West which are considered in the Employment chapter. Land currently in the green belt at Albury Farm East measures about 27 hectares and comprises Albury Farm, associated farmland and a number of sports clubs. There are also proposals for mini league football pitches on land adjoining Cheshunt football stadium. SHLAA proposals indicate developer interest on remaining farmland or as part of a wider scheme involving the relocation of existing uses. The Council considers that Cedars Park to the south of Theobalds Lane will continue to be protected as formal parkland. The urbanising influence of adjoining land uses, the proximity to Theobalds Grove railway station and other services and facilities in Cheshunt, the likelihood that sites can be delivered without major infrastructure investment and the opportunity to bring them forward on a discrete basis makes the area suitable for small edge-of-urban sites in the medium or long term, particularly if access can be obtained via Albury Ride. The Area may require improved access from the A10 which should be considered as part of an A10 Route Management Strategy. Development may warrant the release of other green belt land in the Area and a Site Allocation DPD will therefore need to take account of decisions in Bury Green Area of Search and the Southern A10 Corridor Area of Search to determine which roads or landforms could form defensible new green belt boundaries. Obvious potential boundaries include Theobalds Lane or Winston Churchill Way to the south and the A10 or the New River to the west.
61. As stated above, the scale, impact and likely infrastructure requirements of development in the West of Hoddesdon, Goff's Oak and Southern A10 Corridor Areas of Search will warrant a comprehensive approach. During the early consultation stages of a Site Allocation DPD the Council will require developers to prepare conceptual masterplans to help determine the most appropriate location(s) for development. Comprehensive masterplans for allocated sites will then be agreed by the Council in partnership with developers, landowners, utility providers, other stakeholders and following full consultation with the local community. This will enable the early submission of planning applications, ensure a continuous supply of housing land and minimise the risk of unfavourable proposals being won on appeal.

Policy CS2 – Housing Development

Provision will be made for 240 dwellings per year, which equates to 3,840 dwellings in the period 2010-2026. Delivery will focus on suitable urban sites throughout the plan period complemented by about 300 dwellings at Greater Brookfield in the short and medium term and small edge-of-urban sites and/or large green belt sites in the medium and long term.

	Short-Term 2010-2016	Medium-Term 2016-2021	Long-Term 2021-2026
Commitments	900		
Urban sites	475	620	520
Greater Brookfield	300		
Green Belt sites		345	680

Housing development will be brought forward to ensure a continuous housing land supply by:

- Approving development proposals and allocating and phasing suitable urban sites in a Site Allocation DPD based on design and density considerations, infrastructure capacity and deliverability merits.
- A strategic allocation at Greater Brookfield for comprehensive mixed use development including about 300 dwellings.
- Allocating and phasing small edge-of-urban sites in a Site Allocation DPD based on housing trajectory information, local infrastructure and environmental capacity, deliverability merits and the ability to define defensible new green belt boundaries. Sites will be brought forward for development in the short term if needed.
- Allocating and phasing large green belt sites in Areas of Search in a Site Allocation DPD based on housing trajectory information, infrastructure and environmental capacity, deliverability merits, impact on the borough's leafy suburban character and the ability to define defensible new green belt boundaries. Sites will be brought forward for development in the short term if needed.
- The Council will work with developers, landowners, utility companies, statutory bodies and the local community to prepare comprehensive masterplans for large green belt sites. These should address the full range of issues which are likely to inform a major development proposal, including road access, public transport, walking and cycling, utilities, affordable housing, housing mix, job creation, education, healthcare, community facilities, open spaces, flood risk and sustainable drainage, landscape, wildlife, sustainability standards, high quality design and planning contributions.

This policy contributes to:

SO1 Prosperity			SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing		SO8 Sustain- ability	
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HOUSING MIX

62. Housing mix refers to the balance of market and affordable properties and their type/size. At the last census Broxbourne had about 16% detached, 30% semi-detached, 33% terraces and 21% apartments and monitoring data indicates that the proportion of smaller properties has increased significantly over the past decade. The borough also has about 80% owner occupation, 13% social rental and 7% private rental. There are notably fewer detached properties and social rented properties than the rest of Hertfordshire but a similar mix of singles, couples, families, lone parents and pensioners.
63. A good mix of housing gives people the chance to live in a market property or a social rented or intermediate property if they cannot afford to buy or rent on the open market. People will be able to choose apartments in town centres, family homes near shops and services, executive homes in quieter locations and adapted premises for special needs residents.

Affordable Housing

64. Affordable housing is housing where the price or rent is significantly lower than local market costs and which can be afforded by people who are unable to buy or rent adequate housing on the open market. It should be affordable in perpetuity or purchasable under Right to Buy.
65. Broxbourne has about 5,200 socially rented properties with 1,700 households on the housing waiting list who having immediate housing needs and 500 who wish to transfer to a more suitable property. About 50% favour one-bed, 25% favour two-bed and 25% favour three or more bed with the greatest demand arising in Cheshunt and Waltham Cross.
66. The [Strategic Housing Market Assessment](#) recommends that Broxbourne should build 48% market properties and 52% affordable properties to resolve existing affordability problems. It suggests a target of 1,600 social rented homes and 900 intermediate homes in the period 2006-2026; which equates to 125 dwellings per annum. In contrast the [Affordable Housing Viability Study](#) finds that many sites in the borough are currently viable at 30% and up to 40% affordable housing. This means that Broxbourne will struggle to build the affordable housing target recommended above. It is important to set the highest target that can viably be achieved however in order to help prevent homelessness and overcrowding. In a highly pressurised area with acute affordability problems there is concern that a low target would fail residents on the housing waiting list or earning low incomes. A 40% affordable housing target therefore represents the best balance between meeting housing need and not putting excessive development pressure on the borough.

67. The general approach is that a 40% target will be flexibly applied to all development proposals on sites of more than 0.5 hectares or with 15 or more dwellings. This will enable the Council to request on-site provision where desirable or to seek commuted payments where the downsides of affordable housing on a particular site would make it more appropriate to make off-site provision. This responds to the fact that housing associations find it easier to service larger groups of affordable properties in a single location rather than small widely dispersed groups. Commuted payments may also be sought from suitable development proposals of less than 0.5 hectares or fewer than 15 dwellings. This approach will allow monies to be built up from both small and large development sites to purchase land in areas of affordable housing need or to support housing association activities. It could be particularly valuable if social housing grants are scaled back. A Planning Contributions SPD will be prepared to assess the viability of affordable housing contributions from smaller sites alongside other community objectives. It will also provide scope for developers to prepare viability appraisals to demonstrate the limits of the scheme.
68. Because many low income households struggle to access the intermediate sector it is preferable to plan for more social rented homes until market conditions improve. Any future revisions to this approach will be undertaken through the [Broxbourne Housing Strategy](#).
69. The affordable housing trajectory demonstrates that existing commitments and a 40% target for other sites will provide scope for about 1,400 affordable dwellings during the plan period.

Table 3: Affordable Housing Trajectory

Source	Affordable Dwellings
Commitments as at 2010	220
Urban SHLAA sites 2010-2016	190
Urban SHLAA sites 2016-2021	250
Urban SHLAA sites 2021-2026	210
Dwellings in the green belt 2010-2026	530
Total	1,400

Housing Types

70. Housing type refers to the type and size of properties that will be built in the borough. Over the past decade the planning system has encouraged higher densities on brownfield land and discouraged the use of greenfield land. This has helped revive urban areas but skewed the housing market towards smaller properties and raised concerns about over-development. The new Government has responded by re-classifying gardens as greenfield land and abolishing minimum densities.

71. The [Strategic Housing Market Assessment](#) recommends that housing delivery should focus on two, three and four as well as some five bed market properties and a broadly even mix of one, two and three bed affordable properties. Demographic trends also indicate that the number of retired and very elderly people is likely to increase during the plan period. This will create a demand for adapted properties so that people can continue living independent lives as well as specialist facilities for those who need professional care.



Picture 6: Broxbourne needs a mix of housing types and sizes

72. The general approach is that the type/size and density of properties on urban sites will be informed by design considerations, local surroundings and infrastructure capacity in order to protect the character of buildings and streets and avoid congested roads and over-burdened services. Urban sites will be complemented by housing development at Greater Brookfield as well as small edge-of-urban sites and/or large green belt sites where the emphasis will be on attractive neighbourhoods with a mix of detached, semi-detached, town houses and bungalows as well as a full range of services and open spaces. A broader mix of house types with more family and larger homes will help to regenerate neighbourhoods and attract high-value jobs. The ultimate aim is to re-align the housing market to broadly match the balance in Hertfordshire; namely about 50% detached and semi-detached properties.
73. The Council will prepare design guidance to help inform developers on the type/size, density and appearance of housing that will be appropriate in particular locations. This will also consider opportunities to introduce minimum standards for room sizes, garage sizes, garden space and parking provision.
74. All housing development proposals should incorporate [Lifetime Homes](#) standards such as wheelchair access and bathroom layout so that new dwellings can be easily adapted to changing lifestyles. Planning decisions will also seek to help meet the demand for specialist accommodation for people with physical and learning disabilities, mental health issues and drug and alcohol problems.

Policy CS3 - Housing Mix

Broxbourne will make provision for a balanced mix of housing types and sizes.

- A 40% affordable housing target will be applied flexibly to development proposals of more than 0.5 hectares or 15 dwellings to allow on-site provision where desirable or commuted payments for off-site provision where this is considered more appropriate.
- Commuted payments will be sought from smaller development proposals to help fund affordable housing provision and other community objectives.
- The type/size and density of development proposals, particularly those in and around urban areas, will be informed by design considerations, local surroundings and infrastructure capacity. Larger family properties will be favoured on small edge-of-urban sites and/or large green belt sites.
- The desired proportion of social rented and intermediate properties will be established in the [Broxbourne Housing Strategy](#).
- The Council will prepare design guidance to inform development proposals and to help incorporate [Lifetime Homes](#) and other standards to accommodate changing needs and lifestyles.
- The Council will promote the provision of specialist accommodation for the elderly and for people with physical and learning disabilities, mental health issues, drug and alcohol addictions and other specialist problems where there is an identified need.

This policy contributes to:

SO1 Prosperity			SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing		SO8 Sustain- ability	
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TRAVELLING COMMUNITY

75. The travelling community refers to Gypsies and Travellers who are persons with a nomadic habit of life and Travelling Showpeople who are members of a community who travel the country holding fairs and circuses. Both communities are recognised by the planning system as distinct ethnic groups with particular housing needs which includes provision for people who may have stopped travelling for health or education reasons or due to old age.

Gypsies and Travellers

76. Broxbourne has three fully authorised gypsy and traveller sites: a family-owned site with eight caravans at Hertford Road, a family-owned site with six caravans at St James Road and fifteen pitches at Halfhide Lane that are owned and managed by Hertfordshire County Council. There is also an encampment at Wharf Road in the Lee Valley Regional Park which contains a handful of licensed leisure plots, a few privately-owned plots that are authorised by virtue of the length of time they have been present and some privately-owned plots with unauthorised uses. Successful eviction action by landowners, the Council and the police means that the borough rarely suffers from illegal transit encampments.



Picture 7: Gypsy and Traveller sites in Broxbourne

77. The new Government's revocation of the [East of England Plan](#) means that Broxbourne no longer has a target to provide new gypsy pitches. It is anticipated that some new pitches may be needed in the borough over the plan period to cater for household formation within the existing gypsy community however. The general approach is to work with authorised gypsy communities at Hertford Road and St James Road to plan for any additional pitches they may need to be sited within or adjoining to the curtilage of existing sites. To enable the delivery of Greater Brookfield, a planning application will be submitted to relocate Halfhide Lane gypsy site to a new site south of Hell Wood. This will include larger pitches and one additional pitch to cater for new household formation. The implications of enforcement and

other action at Wharf Road will be considered as part of a Site Allocation DPD (on the basis that a new site may be needed for relocating gypsies). All new pitches that may be needed during the plan period will be assessed using the search criteria recommended by the Identification of Potential Gypsy Accommodation Areas Study with new provision being delivered through the determination of development proposals submitted by or on behalf of the gypsy community or allocated in a Site Allocation DPD.

Travelling Showpeople

78. Broxbourne has a strong showpeople tradition with two authorised sites: one to the south of Goff's Lane near Goff's Oak village and one on the south-western corner of Goff's Lane and Lieutenant Ellis Way. Both sites are used for residential purposes and to maintain and store equipment.
79. The new Government's revocation of the East of England Plan means that Broxbourne no longer has a target to provide new showpeople plots. It is anticipated that some new plots may be needed in the borough over the plan period to cater for household formation within the existing showpeople community however. The Council has also been working for many years with a local showperson with established connections to the borough but has been unable to find a suitable site. The general approach is to continue working with this person to find a suitable site in the borough and to work with other existing showpeople communities to plan for any additional plots they may need within or adjoining the curtilage of existing sites. All new plots that may be needed during the plan period will be assessed using broadly the same search criteria as those set out for gypsies and travellers with new provision being through the determination of development proposals by or on behalf of the showpeople community or allocated in a Site Allocation DPD.

Policy CS4 - Travelling Community

Provision for the travelling community will be made by:

- Allowing new gypsy and traveller pitches within or adjoining the curtilage of existing sites in the borough where it can be demonstrated that they cater for new households arising from within that site and where new pitches accord with national guidance, local objectives listed below and site characteristics.
- Allowing the relocation of existing gypsy and traveller sites in the borough to a new site where it can be demonstrated that existing sites cannot be acceptably expanded or where other exceptional circumstances exist. Any new sites will be allocated in a Site Allocation DPD in accordance with national guidance and local objectives listed below.
- Allowing a new travelling showpeople site to cater for needs of a local showperson with established connections with the borough. A new site will be supported through a planning application or allocated in a Site Allocation DPD in accordance with national guidance and local objectives listed below.

New pitches/plots must be well related to the primary road network, have good vehicle access and safe parking, turning and servicing space. They will have or be capable of receiving essential utilities such as power and water. They will ideally be close to local services such as schools, shops, healthcare and public transport. Sites must not be on important protected areas or significantly contaminated land and must seek to address flood risk. They will be suitable near motorways, railways, power lines and landfill sites so long as this does not result in unacceptable air, noise or odour pollution. Travelling showpeople plots should also have sufficient space for separate living, vehicle storage and equipment maintenance areas. The lack of suitable urban sites means that green belt sites will be considered on their merits.

This policy contributes to:

			SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing		SO8 Sustain- ability	
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EMPLOYMENT

80. The purpose of a long-term employment strategy is to plan for new jobs and to guide the future of the local economy and the local workforce.
81. Broxbourne currently has about 38,000 jobs with 55% in offices, industry and warehousing and 45% in retail, education, healthcare, etc. The borough's five key employment areas are generally well served by the A10 and M25 and well connected to London by road and rail. They appear to have weathered the recent recession better than other parts of the UK. The economy performs well in national and regional terms but remains relatively low-value and low-knowledge when compared to the rest of Hertfordshire. There are some high-profile companies but no particularly strong clusters and too few opportunities in finance, high-level business services or public administration. Residents currently earn £73 less per week than their Hertfordshire counterparts.
82. The local economy is characterised by a high degree of out-commuting, with more than half the resident workforce leaving the borough to work elsewhere. This broadly comprises train commuters who work in high-value jobs in London that do not exist in Broxbourne and car drivers who work in north London, Hertfordshire and Essex. There is a significant opportunity to professionalise the job market and retain more workers in the local area.



Picture 8: Essex Road employment area

83. In terms of planning for the future there are no specific job targets for the borough. The planning system encourages councils to bring forward a range of suitable sites and premises and favour proposals for economic development. The [Hertfordshire Economic Development](#)

[Strategy](#) recognises that people need high-value jobs to afford to live in Hertfordshire and that low value jobs are likely to attract cheap labour from London and rural areas.

84. The employment strategy for Broxbourne seeks to build on objectives in local economic strategies by supporting development proposals which strengthen existing industries and encourage more high-value jobs in growth sectors.

Short and Medium Term Strategy

85. The general approach for the short and medium term is to support development proposals in existing employment areas and town centres, for high-value jobs at Park Plaza North, for retail and leisure jobs at Greater Brookfield and for service/tourism jobs associated with the unique assets such as the Olympics and Lee Valley Regional Park. This will be a transition period which moves the borough away from its over-reliance on traditional industries. The combination of neighbourhood regeneration, the success of vocational courses at Hertford Regional College and new education, training and apprenticeship opportunities will give local residents the skills and confidence to access high-value jobs and overcome pessimistic recommendations in the [Broxbourne Employment Land Review](#) to focus on low-value and land-hungry warehousing floorspace. The Council will also seek planning contributions from employment development as part of a [Planning Contributions SPD](#) to help fund skills/training, initiatives to employ local workers and other economic objectives.
86. [Essex Road](#) industrial area in Hoddesdon is nearly fully occupied and the recent success of RD Park demonstrates that it remains attractive to new investment. The Council will help to maintain this status by updating the [Essex Road Gateway Development Brief](#) to improve vehicle, pedestrian and cycle access over the New River and enhance the redevelopment potential of older premises to the west of the railway line. The general approach is to support development proposals which retain or create jobs, regenerate the area and make it easier to access by non-car modes.
87. [Park Plaza](#) is one of the most strategically located business locations on the M25 and is expected to provide about 1,700 jobs upon completion. It marks the southern gateway to Broxbourne and is the new home of the News International printworks. There is planning permission for a new landmark office building at the junction of the A10 and M25 and a further 10 hectares of undeveloped land at Park Plaza North allocated for a mix of business, high technology industries and research and development supported by hotel or other users that are appropriate to a key high technology employment site. The Council has approved a [Park Plaza North Development Brief](#) to guide future proposals for such activities.



Picture 9: News International printworks at Park Plaza

88. Delamare Road in Cheshunt and Lea Road / Britannia Road in Waltham Cross are popular employment areas for a range of business activities. Much of Delamare Road is currently occupied by Tesco headquarters functions; a prestigious occupier which the Council will seek to retain in its existing location or in a new location elsewhere in the borough. Improvements to employment areas in Waltham Cross will be supported and benefits from the presence of the Olympic Games and the legacy of the Lee Valley White Water Centre will be sought through the [Waltham Cross Renaissance Programme](#). With the exception of suitable urban SHLAA sites, the general approach is to avoid the loss of appropriately located employment sites with a viable future and to support proposals for hotels, restaurants and other attractions which strengthen the local service/tourism industry.
89. There are also about forty smaller employment and commercial sites located throughout the borough which provide premises for local businesses such as car maintenance. With the exception of urban SHLAA sites, the general approach is to avoid the loss of appropriately located smaller employment sites with a viable future.
90. The role and objectives for Hoddesdon and Waltham Cross town centres, Cheshunt district centre, the network of local centres and Greater Brookfield are set out in Policies CS6 and CS7. The [Employment Opportunities Study](#) identifies redevelopment sites in Hoddesdon and Waltham Cross that could create 500 new office jobs and redevelopment options for the Tower Centre in Hoddesdon and parts of Waltham Cross could also create additional retail jobs. Greater Brookfield is expected to create over 2,000 full and part time retail and leisure jobs and will support high-value job ambitions by employing and training people with low skills and creating opportunities for career progression. The general approach is to support development proposals which create new jobs in town centres and at Greater Brookfield.

91. The presence of the Olympic Games and the promotion of unique features such as the Lee Valley White Water Centre, Lee Valley Regional Park and nearby Paradise Wildlife Park as well as easy access to London will help to catalyse the borough's appeal as a day-trip or weekend tourism destination. The [Broxbourne Leisure Pool Site Development Brief](#) supports new service/tourism and leisure activities and the Council will prepare a development brief for Hazlemere Marina to encourage redevelopment proposals including recreation uses.

Longer Term Strategy

92. The general approach for the longer term is to consider bringing forward new employment sites in the green belt where they are capable of attracting office-based companies and cluster activities such as biotechnology, pharmaceuticals and environmental industries. This process will be greatly aided by housing policies to encourage more larger family properties which are likely to attract managerial/professional occupiers.
93. The Key Diagram identifies two sites in the [Southern A10 Corridor Area of Search](#) where there may be scope for long-term employment and associated development. The broad merits of each site and the key issues that must be addressed in order to bring them forward are set out below, but they will remain in the green belt at this stage as they do not require early delivery. Sites will be allocated in a [Site Allocation DPD](#) and phased to provide an on-going supply and range of high quality employment sites.

Map 5: Employment Areas of Search



94. Maxwells Farm West measures about 26 hectares and comprises small industrial units and arable fields to the south of Cheshunt School playing fields. The [Employment Opportunities Study](#) considers that it could accommodate up to 100,000 sq.m. of industrial floorspace but advises that it should only be brought forward if Park Plaza North is delayed. The scale, impact and likely infrastructure investment means that development would be classified as a large green belt site warranting a comprehensive approach. The area may require improved access from the A10 which should be considered alongside other development in the Southern A10 Corridor Area of Search and should take account of the local highway authority's opposition to new links onto the A10. The [Site Allocation DPD](#) will need to identify defensible new green belt boundaries. Obvious potential boundaries include the A10 to the east and Theobalds Lane or Lieutenant Ellis Way to the south.
95. Park Plaza West measures about 40 hectares and comprises Theobalds Park Farm and associated farmland. The site lies to the west of the A10 opposite News International printworks and overlooking Junction 25 of the M25. The [Employment Opportunities Study](#) identifies that its strategic position offers a unique opportunity for a high quality business park of up to 100,000 sq.m. of low density offices and other buildings. It responds to the findings of the [London Arc Employment Land Review](#) that scope exists for at least one major business park in Hertfordshire. In common with other successful business parks it is likely to require up-front investment by a developer with a proven track record. Because the site is an important green belt gap between Cheshunt and Enfield it would only be brought forward for high-value jobs in an exceptionally well landscaped environment that minimises impact and maximises gateway potential. Low-value jobs would not outweigh the loss of green belt land. The scale, impact and likely infrastructure investment means that development would be classified as a large green belt site warranting a comprehensive approach. The [Transport Modelling Study](#) finds that a large development could place substantial pressure on local roads and may therefore need to be scaled accordingly and/or supported by significant improvements to the A10 and M25 junction as part of an [A10 Route Management Strategy](#). Given the unrivalled contribution this site could make to prosperity and job objectives, the Council would consider a development proposal in advance of a [Site Allocation DPD](#) where the developer can demonstrate its suitability and deliverability in terms of planning, transport, green belt and environmental objectives. This must include the identification of a defensible new green belt boundary, which is likely to be the New River to the west.
96. The scale, impact and likely cumulative infrastructure investment means that development in the Southern A10 Corridor Area of Search will be part of a large green belt site warranting a comprehensive approach. The Council will seek to promote the area as part of any strategic employment site work that may be undertaken at the county or sub-regional level in the

future. During the early stages of a Site Allocation DPD process developers should prepare conceptual masterplans to help determine the most appropriate location(s) for employment development. This should include any small-scale opportunities in West of Hoddesdon and Goff's Oak Areas of Search which are considered in the Housing chapter. Comprehensive masterplans for allocated sites will then be agreed by the Council in partnership with landowners, developers, utility providers, other stakeholders and the local community.

97. The employment trajectory calculates how many new jobs are likely to be created at specific sites during and beyond the plan period. They will be complemented by new jobs in retail, service/tourism, education, healthcare and other sectors where it is difficult to make an accurate judgement.

Table 4: Employment Trajectory

	Jobs	
Commitments as at 2010	400	Mixed uses
Town Centres	500	Offices
Park Plaza North	800	Mixed uses
Greater Brookfield	2,000	Retail and leisure
<i>Likely during plan period</i>	<i>3,700</i>	
Park Plaza South	500	Offices
Maxwells Farm West	1,500	General industry
Park Plaza West	4,000	Business Park
Other Areas of Search	300	Mixed uses
<i>Longer-term potential</i>	<i>6,300</i>	

Sources: Employment Land Review, Employment Opportunities Study

98. The employment trajectory indicates that Broxbourne will achieve a more even balance of office/industry/warehouse and retail/services jobs during the plan period. Greater Brookfield and service/tourism activities will improve skill levels and career opportunities; giving local residents a better chance to secure high-value jobs. This will encourage businesses to invest in the area, but if such jobs cannot be achieved at Park Plaza West or elsewhere then local workers can continue to access opportunities in London, Hertfordshire and Essex.

Policy CS5 - Employment

Broxbourne will build on objectives in local economic strategies by supporting development proposals which retain and create jobs in existing employment areas and town centres, by supporting new retail and leisure jobs at Greater Brookfield and new service/tourism activities and by promoting high-value jobs in existing employment areas, at Park Plaza North and new employment sites in Areas of Search. The Council will seek to:

- Retain and improve key employment sites at Essex Road and Merck Sharp Dohme in Hoddesdon, Delamare Road in Cheshunt, Lea Road / Britannia Road in Waltham Cross and Park Plaza South for a range of employment uses and associated activities.
- Protect smaller employment sites unless an alternative use is considered to be of greater overall value to the community.
- Promote a mix of high-value jobs and employment uses at Park Plaza North.
- Support new retail, leisure, office and other jobs in town centres in accordance with Policy CS6.
- Support new retail, leisure and other jobs at Greater Brookfield in accordance with Policy CS7.
- Support proposals for service/tourism uses that build on the presence and legacy of the 2012 Olympic Games, the Lee Valley White Water Centre and other unique assets such as Lee Valley Regional Park.
- Appraise new employment land opportunities in the Southern A10 Corridor Area of Search in a Site Allocation DPD. Park Plaza West is supported as a location for a high quality business park to help achieve a shift towards high-value jobs. Development proposals will be considered in advance of a formal allocation where the developer can satisfactorily demonstrate the acceptability of its transport and environmental impact. Maxwells Farm West is suitable for offices, industry and other job-generating activities. The Council will work with landowners, developers, utility companies, other stakeholders and the local community to prepare comprehensive masterplans to address the full range of issues which are likely to inform a major development proposal, including road access, public transport, walking and cycling, utilities, flood risk and sustainable drainage, landscape, wildlife and biodiversity, sustainability standards, high quality design and planning contributions.

All employment proposals should seek to reduce unemployment, support skills and training programmes, regenerate their surroundings, reduce out-commuting, minimise vehicle trips and achieve better access by public transport, walking and cycling.

This policy contributes to:

SO1 Prosperity	SO2 Jobs	SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods		SO7 Transport	SO8 Sustain- ability	
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RETAIL AND TOWN CENTRES

99. Retail refers to shops and services in town centres, local centres and retail parks. It includes food and drink goods that people regularly buy in supermarkets and non-food goods such as clothes and electrical items that people spend time choosing. It also includes the full range of other town centre services such as banks, post offices, pubs, restaurants and take-aways.
100. Broxbourne has two main town centres at Hoddesdon and Waltham Cross, a smaller district centre at Cheshunt Old Pond, a network of local centres throughout the borough and modern shopping facilities at Brookfield. The planning system seeks to enhance the vitality and economic performance of such centres. It advises councils to establish a hierarchy to ensure that uses are directed to the most appropriate centre and to plan for new provision to meet local needs, promote regeneration, tackle deprivation, reduce travel and ensure a sustainable pattern of development.
101. The borough's main retail weakness is the low level of non-food shopping opportunities. Hoddesdon and Waltham Cross town centres cater for local needs but do not have large enough catchment areas or sufficient critical mass to attract many higher-order shops. Local residents currently spend £283 million on non-food goods each year but only 36% of this stays in the borough, with 32% going to competing centres at Enfield, Harlow and Welwyn Garden City and 32% to more distant centres.
102. The [Broxbourne Retail Need and Impact Study](#) finds that population growth will generate a need for about 16,000 sq.m. of new floorspace by 2018 and anticipates that this could be provided in small-scale infill sites in existing town centres. This approach will not reclaim any lost spending however. The borough will continue to experience a massive loss of jobs, investment and general prosperity to competing centres. In light of this situation, the retail strategy is to enhance the vitality and protect the historic character of Hoddesdon and Waltham Cross town centres, Cheshunt Old Pond and the network of local centres by supporting development proposals which accord with their size and status and to allocate Greater Brookfield for major new retail and leisure development with sufficient critical mass to attract higher-order shops.
103. Hoddesdon is an historic market town with a mix of supermarkets, high street retailers and independent shops alongside eating/drinking places, small businesses and community facilities. It ranks 663rd in the Javelin performance index of UK centres. It has attractive historic features, good quality street furniture and well maintained shop fronts. Its main weaknesses are the low level of non-food shops and a high number of vacant units in the

Tower Centre. The street market is a popular attraction but only 16% of visits are for clothing/footwear and the centre struggles to attract new non-food retailers. The [Broxbourne Retail Need and Impact Study](#) concludes that Hoddesdon is not performing as a non-food destination and is unlikely to do so in the future. Large scale growth is inappropriate as opportunities are constrained by conservation area status and surrounding land uses. It recommends that the main focus should be food shopping, local services and eating/drinking. The [Market Towns Retail Strategy](#) agrees that a new supermarket would help attract niche clothes shops as well as coffee houses and family pizza/pasta restaurants. In response to these and other issues the [Hoddesdon Town Centre Strategy](#) seeks to deliver short, medium and long term actions to attract new traders and shoppers and improve the street scene. The High Street has been re-opened to one-way traffic, new free short-term parking spaces have been provided and a programme of public events and environmental actions have been agreed with traders and other partners. The Council is working with the owners of the Tower Centre (which currently contains 10,500 sq.m. of non-food floorspace) to bring forward development proposals that attract more visitors to this end of the high street and make a big difference to local vitality.



Picture 10: Hoddesdon market

104. [Waltham Cross](#) is a popular historic market town in the south of the borough. It has two supermarkets, a local department store, a few local food stores and a mix of non-food shops. It ranks 479th in the Javelin performance index of UK centres. The street market is a popular attraction and a health check reveals that 44% of visits are for clothing/footwear. Its terminus for London buses and proximity to Enfield means that over one-third of spending is from shoppers living south of the M25. Its main weaknesses include the capacity of the bus

station and some large underused spaces and vacant units at the northern end of the High Street. There are also opportunities to improve links to nearby railway stations and the Lee Valley White Water Centre. The [Market Towns Retail Strategy](#) and [Broxbourne Retail Need and Impact Study](#) both recommend that Waltham Cross should focus on increasing the amount of supermarket floorspace and attracting value/discount anchor stores as well as eating/drinking places such as coffee houses and family pizza/pasta restaurants. In response to these and other issues a [Waltham Cross Town Centre Strategy](#) is being prepared with short-term actions to improve the street scene in advance of the Olympics and long-term redevelopment opportunities. It is anticipated that clearance of vacant units and other land assembly at the northern end of the High Street could create up to one hectare of developable space, most likely anchored by a new supermarket. These efforts will contribute to the wider [Waltham Cross Renaissance Programme](#) which has already brought forward substantial local environmental improvements and is using the legacy of the Olympic Games to strengthen the service/tourism industry by bringing forward key sites in the area.

105. [Cheshunt Old Pond](#) is a district centre on the junction of the B176 and College Road. It offers a medium-sized supermarket and a range of shops, cafés and other facilities that are well used throughout the day and evening. It ranks 1,304th in the Javelin performance index of UK centres. There are no notable problems at present although opportunities may exist to improve traffic flows and create more public space. The [Broxbourne Retail Need and Impact Study](#) concludes that it performs an everyday foodstore and service role and the [Market Towns Retail Strategy](#) recommends that it should seek to attract a non-food anchor store such as a pharmacy or stationers as well as coffee houses and mid-value restaurants. In response to these and other issues a [Cheshunt Old Pond Strategy](#) will be prepared to consolidate the centre's viability and attractiveness.
106. There are also over twenty [Local Centres](#) located around the borough that cater for day-to-day needs. Although each centre is different they generally contain a mix of convenience stores and community facilities such as newsagents, hairdressers, off-licenses and take-aways. A [Local Centres Strategy](#) will be prepared to maintain their vitality and attractiveness throughout the daytime and evening, minimise vacancies and address community concerns about the impact of certain uses on safety and anti-social behaviour.
107. [Brookfield](#) is an established modern shopping centre to the west of the A10. It has two anchor stores in the form of Tesco's and Marks & Spencer at Brookfield Farm and a number of large retail units such as Boots, Argos, Next and River Island at Brookfield Retail Park. It is a successful centre which ranks 740th in the Javelin performance index of UK centres but existing arrangements mean that shops sit uneasily alongside a trading estate, Council

depot, household waste recycling centre, allotments and gypsy site. Access and circulation problems contribute to severe queuing and congestion at peak periods and particularly at Christmas and discourage walking and cycling. In light of constraints in existing town centres, the [Broxbourne Retail Need and Impact Study](#) concludes that Greater Brookfield is a sequentially preferable location for new high-value shops and leisure activities and that such development will complement the role of Hoddesdon and Waltham Cross as places for food and high street non-food shopping, eating/drinking and community facilities. A critical mass of facilities brought forward as part of a comprehensive masterplan for Greater Brookfield strategic allocation will support new bus services and better walking and cycling routes so that local shoppers have genuine alternatives to driving. New road arrangements will resolve existing access and circulation problems which regularly blight the A10 and surrounding residential streets. The Council has coined the term “Borough Centre” to reflect the area’s primary function as the main non-food shopping and leisure destination for local residents.

Policy CS6 - Retail and Town Centres

The retail strategy for Broxbourne will ensure that centres grow and develop relative to their size and status by directing uses to the most appropriate location.

- Brookfield Farm, Brookfield Retail Park and Greater Brookfield strategic allocation are together classified as "Brookfield Borough Centre" in order to reflect the area's primary function as a non-food shopping and leisure centre for the borough.
- Hoddesdon is classified as a "Town Centre". Development proposals and other actions will deliver the objectives of the [Hoddesdon Town Centre Strategy](#) to increase visitor numbers and spending by supporting a range of food shopping, non-food high street retailers, eating/drinking places and other community facilities as well as a programme of public events and environmental actions.
- Waltham Cross is classified as a "Town Centre". Development proposals and other actions will deliver the objectives of the [Waltham Cross Town Centre Strategy](#) to increase visitor numbers and spending by supporting a range of food shopping, non-food high street retailers, eating/drinking places and other community facilities.
- Cheshunt Old Pond is classified as a "District Centre". Development proposals and other actions will seek to preserve its role for local residents by maintaining a balance of food and non-food shops and other community services.
- Smaller centres and groups of shops are classified as "Local Centres". Development proposals and other actions will seek to preserve their role for local neighbourhoods by retaining and attracting food shops and other services.

This policy contributes to:

SO1 Prosperity	SO2 Jobs	SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods		SO7 Transport	SO8 Sustain- ability	
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GREATER BROOKFIELD

108. Greater Brookfield is the name given to land north of Brookfield Farm and Brookfield Retail Park that is a strategic allocation for comprehensive mixed use development for new shopping and leisure facilities and housing. It will enable a prestigious development proposal that will bring high quality shops and facilities into the borough and act as a catalyst to deliver the spatial vision and many of the strategic objectives of the Core Strategy. The allocation area measures about 20 hectares and encompasses New River Trading Estate, the Council depot, Turnford household waste recycling centre, Halfhide Lane allotments, Halfhide Lane gypsy site, Gospel Hall to the east of the A10 and green belt land to the north of the New River and to the south of Hell Wood. Once complete it will form part of Brookfield Borough Centre which includes existing anchor stores and large retail units to the south.
109. The principle of development at Greater Brookfield was established in the [Broxbourne Local Plan](#) which sets out eight objectives to: (a) promote Greater Brookfield as a comprehensive, integrated and single entity for mixed use development including food and non-food retailing, leisure, business, housing and community facilities, (b) create a more sustainable centre by broadening the mix of uses and enhancing public transport provision, (c) create an identity and sense of place, (d) address traffic congestion problems, (e) improve pedestrian and cycle routes between various parts of the centre, (f) assimilate the New River Green Chain into the centre, (g) ensure all new development maintains high design standards and (h) pay high regard to landscaping, especially near the green belt and residential properties. The Council considers that these objectives remain valid and should form part of the future vision.
110. Greater Brookfield is an essential part of the spatial vision. Its status as a strategic allocation is justified by its borough-wide and neighbourhood regeneration benefits, its ability to tackle many of the main challenges currently affecting Broxbourne, because of its comprehensive scale and mix of uses and due to its delivery timescales and the complexities of infrastructure provision. It will resolve the lack of comparison shopping opportunities in the borough, create new jobs and significantly reverse leakage rates.
111. Greater Brookfield is the ideal location for major new retail and leisure development. It is an established shopping destination that is well located to serve all parts of the borough. New department and high value shops will build on the popularity of existing anchor stores and, when combined with leisure and entertainment facilities such as restaurants, a cinema and bowling alley, will help to create a sustainable location offering a “day out” experience for children, young people, couples, families and the elderly. The presence of the New River presents an opportunity to form a key focal point and environmental asset. About 300 new

homes will add an extra element of vibrancy so that the area has a genuine sense of place throughout the day and into the evening. A critical mass of facilities will support high frequency bus services that connect residents to job opportunities and visitors to the shops.

112. The [Broxbourne Retail Need and Impact Study](#) projects that by 2018 local residents will spend £410 million on non-food goods each year with Greater Brookfield helping to retain 58% of this in the borough. The development will only absorb a small proportion of the total surplus spending in the wider area which means that retail ambitions in other towns will not be significantly affected and the retail strategy in Policy CS6 will ensure that Hoddesdon, Waltham Cross, Cheshunt Old Pond and Local Centres remain lively and attractive places to visit.

113. Greater Brookfield will create over 2,000 full-time, part-time and indirect jobs, generate £22 million of additional wages and attract £242 million of new spending into the borough. It will help to resolve local unemployment and lay the foundations to attract high-value jobs. The retail sector offers jobs to people with low skills and creates opportunities for career progression to higher level roles. It is willing to employ and train people with no formal qualifications and gives young people responsibilities at an earlier stage than other sectors. It also develops transferable skills such as customer service and team working. [Commuter Flows in London and the South East](#) finds that shop and catering staff travel the shortest distances to work, which makes such jobs attractive to local people, particularly those in more deprived areas without access to a car. All this will help to tackle unemployment, raise skill levels and develop the borough's ability to attract inward investment. The provision of new leisure facilities such as a cinema, bowling alley and eating places will also provide diversionary activities for children and young people.



Picture 11: Conceptual images of Greater Brookfield

114. The strategic allocation requires significant transport improvements to overcome existing access and circulation problems and accommodate new development. A new link road will be required from the western arm of the A10 Turnford roundabout, a new access lane from the A10 Turnford roundabout onto the southbound lane of the A10 (using land specifically reserved for this purpose as part of the Canada Fields development) and part of Halfhide Lane running under the A10 will be for buses, taxis and delivery vehicles. A charge will be applied to car parking to attract shoppers by other forms of transport and new bus routes and pedestrian and cycle links will be established to/from existing shops and surrounding residential areas.
115. Based on the latest indicative proposals for *Greater Brookfield* the strategic allocation will provide in the order of 50,000 sq.m. of shopping floorspace (including a department store and major shop units), eating and drinking places, multi-screen cinema, bowling alley, health and fitness centre, crèche, health centre, three star hotel, a residential village for elderly and retired people plus housing to the south-west of the A10 Turnford roundabout. A masterplan will be progressed through a planning application which is likely to be submitted in 2011 so that it can be determined after the adoption of the Core Strategy. Development is likely to be progressed in three phases.

Table 5: Indicative Greater Brookfield Phasing

Phase	Development
1 – 12 months	<ul style="list-style-type: none"> ■ Construct link road from A10 Turnford roundabout to New River ■ Construct relocated allotments and gypsy site ■ Begin housing development north of New River ■ Begin retail and leisure development north of New River
12 – 40 months	<ul style="list-style-type: none"> ■ Construct link road from New River to Halfhide Lane ■ Construct retail and leisure development ■ Continue housing development north of New River ■ Construct housing development on former gypsy site
40+ months	<ul style="list-style-type: none"> ■ Complete highway re-arrangements and off-site highway works ■ Complete bus access arrangements ■ Complete pedestrian links with existing uses

116. To assemble the necessary land and enable the relocation of existing uses, the Council has been liaising with New River Trading Estate tenants to terminate leases and has purchased land at Essex Road industrial area to relocate the Council depot. A planning application will be submitted to relocate Halfhide Lane allotments and Halfhide Lane gypsy site to land west of the new link road (to a site identified as suitable for gypsy pitches in the [Identification of Potential Gypsy Accommodation Areas Study](#)). The land is therefore included in the strategic allocation area although it will remain in the green belt with the new link road acting

as the new green belt boundary. Gospel Hall to the east of the A10 is also included in the strategic allocation area as it is an important gateway site and may be used to relocate the household waste recycling centre.

Map 6: Indicative Greater Brookfield Concept Plan



117. The scale, impact and likely infrastructure requirements of development at Greater Brookfield warrants a comprehensive approach. The developer must therefore prepare and submit a comprehensive masterplan which specifically addresses issues raised in the Core Strategy and responds to the eight Local Plan objectives listed above. High quality public transport, pedestrian, cycle and vehicle links should be created with the rest of the borough as well as between existing superstores at Brookfield Farm and existing retail stores at the Brookfield Centre. Urban design proposals should treat the New River as a unique focal point and landscaping proposals should take account of existing and new housing areas and their proximity to the green belt. The masterplan should also consider sustainable urban drainage solutions in response to predictions in the [Strategic Flood Risk Assessment](#) that climate change will increase flood risk along Turnford Brook.

Policy CS7 - Greater Brookfield

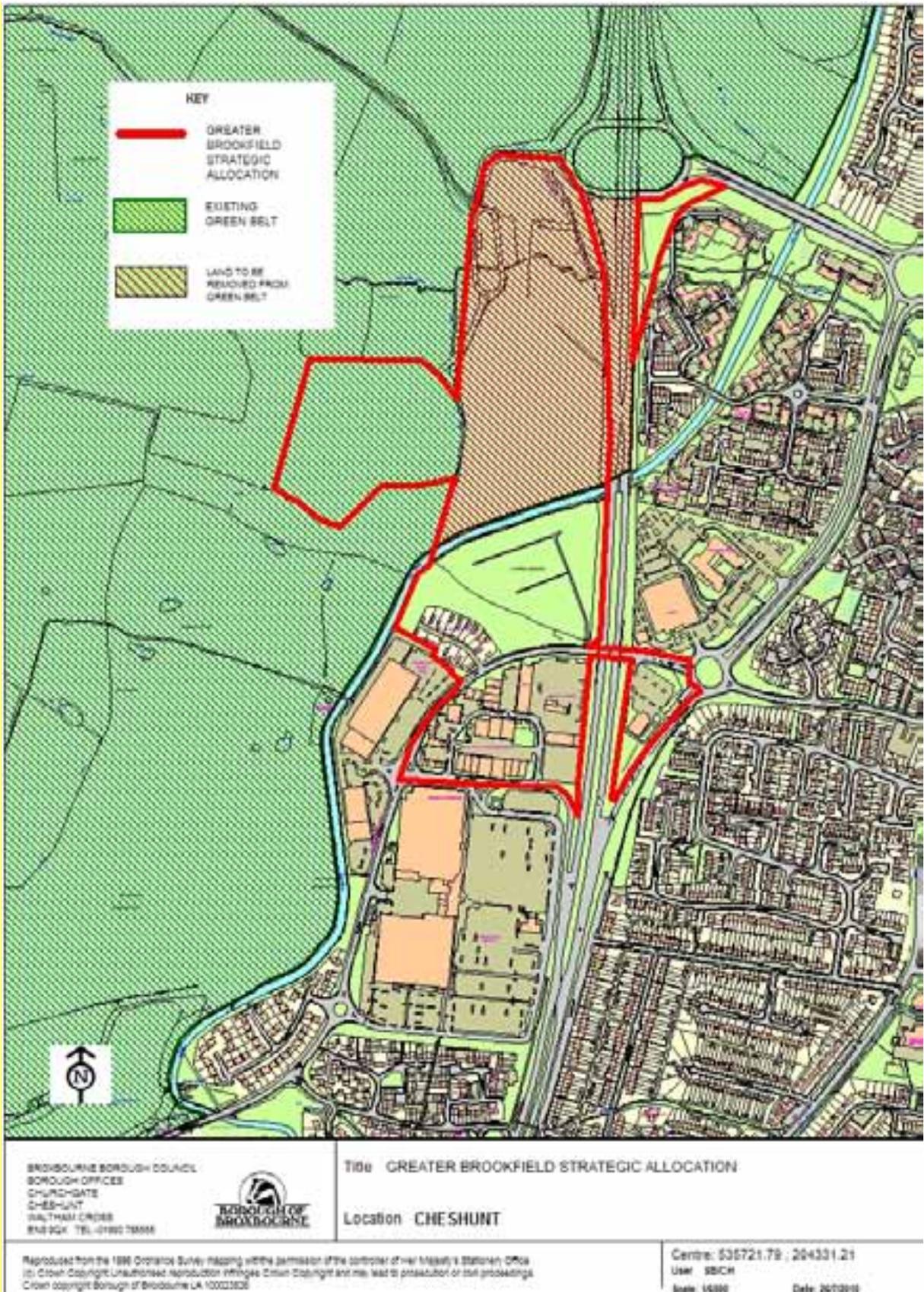
Greater Brookfield is a strategic allocation for in the order of 50,000 sq.m. gross of new shopping floorspace, in the order of 15,000 sq.m. gross of new leisure floorspace and about 300 dwellings. The development will be implemented in accordance with an agreed masterplan.

- Development should accord with the eight objectives set out in paragraph 109 to deliver the spatial vision and strategic objectives in the Core Strategy.
- A clear emphasis on non-food shopping and leisure facilities that will not undermine the role or function of existing town centres. New shopping facilities should include a range of department, large and small format stores. New leisure facilities will include a multi-screen cinema, bowling alley and a range of eating and drinking places.
- Resolve existing traffic and circulation problems and provide suitable transport infrastructure for new development. A new link road is required from the western arm of the A10 Turnford roundabout and a new access lane from the A10 Turnford roundabout onto the southbound lane of the A10.
- A strong emphasis on attracting workers and shoppers from all parts of the borough by buses, walking and cycling including good connections between new and existing shopping facilities.
- Successfully relocate New River Trading Estate tenants, Council depot, Turnford household recycling waste centre, Halfhide Lane allotments and Halfhide Lane Gypsy site.
- Housing development will comprise high quality family homes built at the same time as shopping and leisure floorspace to avoid the creation of an isolated housing area.
- A strong emphasis on sustainability in the form of statements for landscape, heritage and archaeology, energy, waste and water consumption, low or zero carbon energy generation, flood risk, sustainable urban drainage and transport.
- A strong emphasis on high quality design in order to create an attractive destination and contribute to borough-wide regeneration ambitions.
- A package of appropriate planning contributions including affordable housing, transport infrastructure, local services and environmental improvements.

This policy contributes to:

SO1 Prosperity	SO2 Jobs		SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing	SO7 Transport	SO8 Sustain- ability	SO9 Environ- ment
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Map 7: Greater Brookfield Strategic Allocation



ENVIRONMENT

118. Environment refers to the natural environment such as parkland, wetlands and wildlife sites and the buildings, roads and public spaces that together form the built environment. The quality of the environment plays a fundamental role in what people think about Broxbourne.
119. The planning system sets out clear guidance to protect and enhance the natural, historic and built environment. Policies should conserve valuable sites and landscapes, restore damaged features, improve distinctiveness and avoid harmful development. New development should be high quality, complement the character of local areas and promote neighbourhood regeneration.
120. Broxbourne is very lucky to offer large areas of parkland, wetland and river walks in the Lee Valley with pleasant rolling countryside and extensive woodlands to the west. The general approach is to protect the natural, historic and built environment in accordance with national guidance and local circumstances.

Green Belt

121. Broxbourne has over 3,300 hectares of green belt which check urban sprawl, prevent towns merging together and safeguard the countryside from development. It does this at both the local level (i.e. encircling Hoddesdon, Broxbourne, Cheshunt, Waltham Cross etc) and at the wider level (i.e. a Metropolitan green belt around London to prevent suburban expansion). The protection of the green belt helps to create popular areas for people to access the countryside and enjoy the quiet and solitude away from lively towns.



Picture 12: Cheshunt Park green belt land

122. The Core Strategy indicates that a range of urban and green belt sites will be needed during the plan period. To help meet medium and long term development needs, the Council has undertaken a review of green belt land which may be most appropriate for release. This has taken account of national guidance, the findings of the [Green Belt Review](#), the [Review of the Inner Green Belt Boundary](#) and the [Landscape Character Assessment](#), consultation responses and recommendations made by a mock inspector. As a result the Key Diagram identifies Greater Brookfield strategic allocation and four Areas of Search where there is scope for small edge-of-urban sites and/or large green belt sites to come forward for development but which will remain in the green belt at this stage as they do not require early delivery. A detailed review will be carried out as part of a [Site Allocation DPD](#) to decide which sites are suitable for development and where new green belt boundaries will be drawn. In the meantime the general approach is that Areas of Search will remain in the Green Belt until such time as they may be needed for development. The remaining green belt – notably Lee Valley Regional Park, Hoddesdon Park Woods to the west of the A10, Wormley open space and Theobalds Park in the south of the borough – will be protected from inappropriate development in accordance with national guidance.
123. A [Site Allocation DPD](#) will carry out a detailed green belt review of the four Areas of Search identified on the Key Diagram as well as other green belt sites put forward as part of the SHLAA process that do not lie within an Area of Search. The review will begin by testing housing and employment trajectory information such as delivery rates on sequentially preferable sites and needs evidence to determine how much green belt land might be needed for development. It will consider the sustainability of each site in terms of its compatibility with national green belt guidance (notably the five purposes of retaining land in the green belt and the requirement to identify defensible long term boundaries) as well as transport impact, landscape character, environmental designations, flood risk, the urbanising influence of and impact on adjoining land uses, proximity to job opportunities, services and facilities and connections to roads, rail and walking and cycle routes. It will consider the deliverability merits of each site in terms of conceptual masterplans prepared by developers, the level of infrastructure investment needed to support development and whether sites can be brought forward on a discrete basis or as part of a comprehensive masterplan. It will also include a review of the redevelopment potential of productive and derelict glasshouse sites. The potential erosion of the borough's leafy suburban character will also be a key consideration.

Green Infrastructure

124. Green infrastructure refers to the network of parks, green spaces, riverside walks, pathways and countryside in and around Broxbourne. The planning system expects councils to maintain a good supply of all types of open space and encourages green corridors for recreation, for wildlife, to store flood water and to prevent towns from merging together.



Picture 13: Green corridors can be accessible to everyone

125. Broxbourne has a strong network of open spaces and green corridors, most obviously the Lee Valley Regional Park but also east-west routes such as Spital Brook valley which connects Barclay Park to Hoddesdon Park Woods, Cedars Park which connects to Theobalds Park and Rags Brook valley which connects Rosedale to Cheshunt Common. They are attractive routes for countryside walks and often bring people into contact with aquatic wildlife. The Lee Valley Regional Park stretches 26 miles along the River Lee from Ware to the East India docks in London. The Park Authority describe it as a hidden gem which provides green spaces, sports and leisure facilities, footpaths and cycle routes, nature reserves and access to the countryside. It is also home to many 2012 Olympic Games venues including the Lee Valley White Water Centre in Waltham Cross and is likely to experience additional visitors as a result. Broxbourne is exceptionally lucky to have such a unique asset so close to so many residents and is working with the Park Authority to deliver the vision and aims of their [Park Development Framework](#).
126. Smaller parks and green spaces in towns are popular for leisure and recreation and their trees and plants help to cool urban areas and absorb greenhouses gases. The [Open Space](#)

[Study](#) reveals that Broxbourne has over 460 hectares of open space such as Barclay Park in Hoddesdon, Grundy Park and Whit Hern Park in Cheshunt, Cedars Park in Waltham Cross, various outdoor sports pitches, children’s play areas, allotments and an 18 hole golf course at Cheshunt Park. It recommends that the quantity, quality and accessibility of open space should be maintained and increased by applying minimum standards and by considering opportunities to transfer usage where appropriate (i.e. by turning amenity green space into a formal park). The general approach is for urban sites, Greater Brookfield strategic allocation and small edge-of-urban sites to make on-site provision supplemented by planning contributions towards off-site provision and for large green belt sites to provide a full range of open space as part of comprehensive masterplans. It will also work towards Natural England ambitions to provide natural green space within 300 metres of every home. The cost of providing and maintaining open spaces will be calculated as part of a Planning Contributions SPD. Quality standards will be taken forward through management and maintenance plans for the borough’s main parks and a play strategy for play areas and teenage facilities.

Table 6: Open Space Standards

	Space per 1,000 residents	Accessibility
Parks and Gardens	0.28 hectares	15 min walk
Natural and Semi-Natural Space	1.26 hectares	15 min walk
Amenity Green Space	0.46 hectares	10 min walk
Provision for Children	0.04 hectares	10 min walk
Teenage Provision	0.02 hectares	15 min walk
Allotments	0.2 hectares	15 min walk
Outdoor Sports Facilities i.e. sports pitches, tennis courts	1.88 hectares	15 min walk
Outdoor Sports Facilities i.e. golf courses, swimming pools	1.88 hectares	20 min drive

127. As well as public open spaces, Broxbourne also has a variety of sites which are protected for their landscape, wildlife, scientific and/or archaeological value. This includes the Lee Valley Regional Park which is a Ramsar site, Hoddesdon Park Woods and Turnford and Cheshunt Pits which are sites of special scientific interest, Cheshunt Common which is common land, eight scheduled ancient monuments, six conservation areas and numerous local wildlife sites and archaeological areas. There is also a special protection area just over the borough border next to Rye Meads sewage treatment works in East Hertfordshire. The general approach is to conserve, enhance, protect and manage protected sites and landscapes in accordance with their level of national, regional or local importance in the planning system. Management plans may be appropriate for particular sites to take account of additional visitors.

128. The general approach is to protect, improve and extend green infrastructure to establish a network of green links, parks and green spaces and other protected sites and landscapes. Opportunities will be sought to make it easier for people and wildlife to access such spaces and move through and between them. Development proposals should avoid harming protected sites and valuable landscapes, mitigate harm where it is unavoidable and achieve a net gain wherever possible. The Council is currently working with other authorities in Hertfordshire to prepare a Green Infrastructure Strategy and will use its results to inform the Planning Contributions SPD as well as site specific policies in a Site Allocation DPD and borough-wide policies in a Development Control Policies DPD.

Map 8: Green Infrastructure



Flood Risk

129. Flood risk refers to the potential for rivers and streams to flood. This is important as the presence of the River Lee and other watercourses means that many parts of the borough are susceptible to flooding. National guidance is clear that development proposals in flood risk areas should be subject to a sequential test to ensure there are no suitable alternative sites and an exception test to demonstrate the merits of development outweigh the risk of flooding.
130. The [Strategic Flood Risk Assessment](#) predicts that the impacts of climate change could shift many areas from medium to high flood risk over the plan period. This includes land adjoining Lee Valley Regional Park and urban areas along east-west tributaries such as Woollens Brook and Spital Brook in Hoddesdon, Wormley Brook, Turnford Brook, Rags Brook and College Brook in Cheshunt and Theobalds Brook in Waltham Cross.
131. The general approach is to minimise the risk of flooding in accordance with national guidance and local evidence. The Council will work with the Environment Agency and developers to implement reactive measures such as flood defences and flood storage areas and proactive efforts such as river corridor enhancement and sustainable urban drainage systems (ponds, soakaways, swales, green roofs, etc) to reduce surface run-off rates. Where appropriate, developers should carry out flood risk assessments in expectation of their proposals being subject to sequential and exception testing and to show how flood risk objectives will be delivered. The Council will undertake a detailed [Level 2 Strategic Flood Risk Assessment](#) to inform a [Site Allocation DPD](#).
132. Site allocations and development proposals must also consider water source protection zones to ensure that boreholes into underground aquifers are not affected by contaminants. Guidance can be found in [Groundwater Protection: Policy and Practice](#) which explains how the Environment Agency will respond to development proposals in a source protection zone.

Design

133. Design refers to the layout, style, appearance and sustainability of buildings and their relationship with surrounding buildings and land uses. Good design can help make towns popular places to live, work and visit and attractive buildings and public spaces can strengthen sense of place and sense of community. Poorly designed buildings can spoil the appearance of an area by being too big, blocking views or not matching their surroundings.



Picture 14: War memorial in Cheshunt

134. Over many years parts of Broxbourne have developed from historic market towns to include more suburban communities and some areas have progressed even further to become overwhelmingly urban in character. This has brought benefits in the form of jobs, shops and community facilities but has also created new tensions. Concerns are voiced that proposals are too tall or bulky with too little space around them, have an overbearing impact on the street scene, put pressure on services and infrastructure and cause parking problems. Proposed designs and construction materials often have little to do with their surroundings.
135. The general approach is that the design and density of new development proposals should pay more attention to their local surroundings. In urban areas this means that high densities may still be appropriate where housing sites use brownfield land and are close to services and facilities but that the number and type/size of dwellings should relate to the density of surrounding buildings and the capacity of local infrastructure to accommodate development. In small edge-of-urban sites and large green belt sites the emphasis will be on lower density housing in exceptionally well designed and beautifully landscaped environments. In both cases car parking provision should seek to avoid excessive on-street parking. This approach will help to protect the character of buildings and streets and avoid congested roads and over-burdened services. All development proposals for housing, employment, retail and leisure uses should exhibit far more architectural design input and seek to design out crime and anti-social behaviour. The ultimate aim is that development proposals should create eye-catching and highly desirable places to live, work and visit.
136. Where appropriate developers should have regard to Local Plan policies and the [Borough-Wide Supplementary Planning Guidance](#) as well as [CABE](#) best practice guidance, [Building for Life](#) criteria, [Lifetime Homes](#) standards, the [Inspire East](#) and [Shape East](#) centre for excellence and the [Hertfordshire Building Futures](#) programme to influence design quality.

Comprehensive masterplans for Greater Brookfield and large green belt sites should include a design chapter. These efforts will be complemented by specific design guidance in development briefs, general design guidance for other sites and Conservation Area appraisals and urban characterisation work to map the character of streets, estates and towns and identify any distinctive design styles, building materials and architectural features. A list of local buildings which do not warrant listed status but are nonetheless worthy of protection will also be established. Clear design policies will help developers secure planning permission, allow poorly designed proposals to be refused and minimise the risk of appeals being upheld.

Policy CS8 - Environment

To help conserve and enhance the natural, historic and built environment:

- Green Belt land will be protected from inappropriate development in accordance with national guidance. To help meet medium and long term development needs, a detailed review of green belt boundaries within Areas of Search will be undertaken as part of a Site Allocation DPD to test compliance with national green belt guidance, the sustainability credentials of each site, the deliverability merits of each site and the potential erosion of the borough's leafy suburban character.
- The following green corridors will be protected and enhanced to help link open spaces in towns with surrounding countryside: the Lee Valley Regional Park, New River green chain, Spital Brook valley between Barclay Park and Hoddesdon Park Woods, Rags Brook valley between Rosedale and Cheshunt Common, Cheshunt Park, Wormley playing fields and land from Cedars Park into Theobalds Park. The Council will work with Lee Valley Regional Park Authority to deliver the visions, aims and objectives of the [Park Development Framework](#).
- All sites in and adjoining the borough which are protected by the planning system or of important landscape, wildlife, scientific and/or archaeological value will be conserved and enhanced in accordance with national guidance and local objectives.
- All buildings and areas which are protected by the planning system or with local built environment merit will be conserved and enhanced in accordance with national guidance and local objectives.
- The Council will seek to maintain and increase the quantity and accessibility of open spaces in the borough in accordance with the standards in Table 6.
- The Council will work with the Environment Agency and others to minimise the risk of flooding in accordance with national guidance and local evidence.
- All development proposals should exhibit a high quality of design and construction and seek to design out crime and anti-social behaviour. This will be informed by design guidance, Conservation Area appraisals and urban characterisation work. The design and density of urban sites must be informed by local surroundings and the capacity of local infrastructure with Greater Brookfield, small edge-of-urban sites and large green belt sites creating well designed and well landscaped neighbourhoods.

This policy contributes to:

SO1 Prosperity		SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods			SO8 Sustain- ability	SO9 Environ- ment
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INFRASTRUCTURE

137. Infrastructure refers to the full range of transport networks, utilities, services and facilities that are needed to create sustainable neighbourhoods and support new development. It includes physical items such as roads and railways, pipes, pylons and water mains, sewage treatment works and flood defences, social infrastructure such as schools and healthcare centres, community facilities, the police and emergency services and non-physical services such as environmental management, skill/training programmes and business support services.
138. The Core Strategy explains what infrastructure is needed to support development, who will provide it, when it is likely to be delivered and how it will be funded. The two most common ways are by a statutory body in advance of or in response to development (usually where the item serves many people or businesses, such as a road or water pipe) or by a developer as part of a planning permission (usually where the item is closely related to the development, such as an access roundabout or play area).

Transport

139. The transport network in Broxbourne comprises the A10 and other urban roads managed by Hertfordshire County Council, the M25 motorway managed by the Highways Agency, rail services provided by Network Rail and operated by National Express East Anglia and a variety of privately run bus services. Transport objectives set out in national guidance, the [Hertfordshire Local Transport Plan](#) and urban transport plans seek to encourage sustainable transport and travel behaviour, reduce congestion and minimise emissions.
140. The general approach is to achieve transport objectives by locating development in places that reduce the need to travel and the length of journeys and offer realistic alternatives to driving. There will be a particular emphasis on links between residential neighbourhoods and key destinations such as employment areas, town centres, Brookfield and train stations. Developers must submit transport assessment to demonstrate that larger urban sites will not overburden the local road network or cause parking problems and that small edge-of-urban sites and large green belt sites can be well linked to towns by roads, public transport, walking and cycling. Development proposals should also have regard to the [Manual for Streets](#) which considers road design in residential areas and the [Roads in Hertfordshire](#) document. Opportunities to get people out of their cars by improving bus services to/from key destinations such as town centres, employment areas, railway stations and Greater Brookfield must be achieved through green travel plans. The Highways Agency advises that 10-15% modal shift can significantly relieve road capacity. Site allocations will take account

of the local highway authority's opposition to new access onto the A10 and developers may have to demonstrate that alternative options are not feasible.

Road Transport

141. Roads in Broxbourne include the M25 to the south, the A10 and old A10 which provide north-south routes and a variety of east-west urban routes serving local communities. The Core Strategy makes provision for significant improvements during the plan period. Greater Brookfield will include a new link road from the western arm of the Turnford roundabout and a new southern slip road onto the southbound lane of the A10. Elsewhere the [Hoddesdon Town Centre Strategy](#) contains a long-term option to open the entire length of the high street to traffic, the Waltham Cross Town Centre Strategy will consider a host of transport improvements for the area and the [Essex Road Development Brief](#) looks at opportunities to improve access over the New River for cars and heavy goods vehicles. The borough will also benefit from [Highways Agency](#) plans to widen the northern quadrant of the M25 and introduce peak period use of the hard shoulder between Junction 23 (A1(M)) and Junction 27 (M11) from 2012 onwards.



Picture 15: The A10 is a key route through Broxbourne

142. The main transport challenge is congestion on the A10, as it is used by both local and longer distance traffic and gets particularly busy at its junctions with Church Lane, College Road, the A121 Lieutenant Ellis Way / Winston Churchill Way and the M25. The [Transport Modelling Study](#) predicts that development likely to come forward during the short and medium term (namely commitments, urban SHLAA sites, Greater Brookfield and Park Plaza North) will add additional stress to a number of links and junctions but that they will continue to operate within capacity. Longer-term options in Areas of Search will add even more stress depending on the scale and location of development. It recommends that the Council prepare an A10 Route Management Strategy to help unlock potential problem areas. This should include supply-based and demand-based intervention measures and might need to

look at major remodelling of key junctions. It confirms the strategic findings of the [Cheshunt and Waltham Cross Urban Transport Plan](#) that the A10 gets congested in peak periods and must be subject to detailed transport modelling and that further development at Greater Brookfield will require improvements to the existing road and public transport services. It similarly proposes that a comprehensive route management strategy be developed to address both issues. The local highway authority intend to undertake more detailed modelling of the A10 between the Turnford roundabout and the M25 and the Council's general approach is to work jointly on an [A10 Route Management Strategy](#) to resolve any issues identified by such modelling. There may also be merit in establishing a mechanism to pool planning contributions from certain development proposals to fund A10 improvements.

Rail Transport

143. Broxbourne is fortunate to contain five railway stations: Broxbourne, Cheshunt and Waltham Cross on the West Anglia Main Line, Rye House on the Hertford East branch line and Theobalds Grove on the Southbury Loop. Goff's Oak residents are also close to Cuffley on the Hertford North loop of the East Coast Main Line. Frequent services to London make the borough particularly attractive for people who work in the city.
144. There are no specific proposals in the Core Strategy to change rail transport in Broxbourne. Improvements to existing services will come through Network Rail's [East Anglia Route Plan](#) which sets out plans to increase train and platform lengths and close level crossings and National Express East Anglia who intend to add 12 train carriages to their franchise area.
145. The main challenge is that longer trains and platforms are likely to create a demand for more station car parking. The Council is already working with Network Rail and other landowners to resolve constraints at Rye House and Waltham Cross stations and the [Broxbourne Leisure Pool Site Development Brief](#) identifies a need for suitable commuter parking near the station. The general approach will be to support development proposals which increase the capacity of the rail network, improve access to and increase the number of station car park spaces, improve interchange options with buses and pedestrian/cycle routes and improve access for elderly and disabled people and those with pushchairs.

Bus Transport

146. Broxbourne contains one bus station at Waltham Cross and a large number of bus stops in town centres, residential areas and employment areas. The [Sustainable Transport Study](#) shows that there are regular bus services running north-south along the old A10 which serve

the borough's main towns and onwards to Hertford/Enfield and lower frequency services along Eleanor Cross Road to/from Waltham Abbey, Goff's Lane to/from Cuffley and the B166 to/from Hammondstreet which provide easy access to most schools, doctors surgeries, employment areas and shopping centres. There are no services on the A10 itself however.



Picture 16: Waltham Cross bus station

147. The Core Strategy makes provision for significant bus transport improvements during the plan period. Urban Transport Plans prioritise specific measures to improve bus services, [Hoddesdon Town Centre Strategy](#) seeks to make it easier for people to access the centre by all means of transport, Waltham Cross Town Centre Strategy will seek to increase the capacity of the bus station, Policy CS8 requires proposals at Greater Brookfield to place a strong emphasis on attracting workers and shoppers by public transport and small edge-of-urban sites and large green belt sites that may come forward in the medium and long term must be well linked to urban areas by public transport services. The Council is also working with Transport for London, Enfield Council and other partners on an [Upper Lee Valley Transport Study](#) which will explore opportunities to improve the transport network in the north London area. Elsewhere, the general approach is to support development proposals which improve the coverage, frequency, capacity, quality and/or cost of local bus services. The Council will work with bus companies and developers to provide services to new key destinations such as Greater Brookfield and Park Plaza North.

Pedestrians, Cyclists and Horse Riders

148. Towns and streets in Broxbourne have a good range of facilities for pedestrians and cyclists including pavements, rights of way, footbridges, crossing points, direction signs, seating and bike racks. A [Sustrans](#) cycle path runs the full length of the Lee Valley Regional Park and additional routes exist along Lord Street and Cock Lane to Hoddesdon Park Woods. The borough also contains two sections of the [H25 London Orbital Bridleway](#); one skirting the northern boundary and one serving Theobalds Park, Waltham Cross and Waltham Abbey.



Picture 17: Walking and cycling routes in Broxbourne

149. The Core Strategy makes provision for significant pedestrian and cycle improvements during the plan period. The Council is working with various transport agencies to improve links in the Waltham Cross and Bury Green area, with construction of a footbridge over the A10 between Theobalds Lane and the new St Marys secondary school already underway and advanced plans for a new pavement along the south side of Winston Churchill Way, a toucan crossing between Park Plaza North and Cedars Park and two new bridges over the East Coast Main Line at Park Lane and the Holmesdale Tunnel. The [Cheshunt and Waltham Cross Urban Transport Plan](#), the [Waltham Cross Renaissance Programme](#) and the forthcoming [Waltham Cross Town Centre Strategy](#) all seek to improve walking and cycling links in the area. The [Hoddesdon Town Centre Strategy](#) and forthcoming Hoddesdon Urban Transport Plan similarly identify various actions to attract walkers and cyclists into the centre. Policy CS7 requires proposals at Greater Brookfield to place a strong emphasis on attracting workers and shoppers by walking and cycling and that links be improved with existing shops. The general approach is to support new walking, cycling and bridleway routes throughout the borough. Development proposals for urban sites, Park Plaza North, Greater Brookfield and green belt sites must demonstrate how they will connect to existing services and facilities and the surrounding countryside.

Car Parking

150. At the last census, 87% of households in Broxbourne had access to at least one car or van and the [Local Transport Plan](#) reports that car ownership in Hertfordshire is the sixth highest in the UK. The Council is sincere in its desire to reduce congestion and encourage more journeys by rail, bus, walking and cycling but also recognises that people need cars for

economic and social reasons. Sufficient and affordable car parking in key destinations such as town centres and railway stations can discourage people from travelling longer distances by car and a decent level of parking spaces in residential areas can avoid disruptive on-street parking. The general approach is to support efforts to reduce car usage but to provide a sensible amount of car parking in areas where a deficit may discourage visits or adversely affect surrounding streets. This will necessitate a review of existing car parking standards.

Utilities

151. Utilities refer to electricity, gas and water supply, sewers and sewerage treatment works and telecommunications.



Picture 18: Utilities ensure electricity, gas and water supply

152. Thames Water is responsible for providing water, waste water and sewage treatment utilities to Broxbourne. Their [Water Resources Management Plan](#) concludes that efficiencies and leak reduction measures as well as water standards in the Code for Sustainable Homes, flood risk management, sustainable urban drainage and appropriate planning conditions for new development will all help to overcome supply deficits in the north London zone over the plan period. The Core Strategy must be more aware of uncertainties associated with the future capacity of sewage treatment works however. The [Rye Meads Water Cycle Study](#) reports that Rye Meads sewage treatment works (which serves Hoddesdon) can be upgraded without significantly affecting the Lee Valley special wildlife protection area but Anglian Water and the Environment Agency express concern that even with planned upgrades Rye Meads is likely to exceed its consented flow limits after 2021 and warn that it may not be technically possible to accommodate higher rates of growth. There are no such concerns for Deephams sewage treatment works (which serves the rest of the borough) as it is scheduled for upgrade during the 2010-2015 business plan period. The future capacity of Rye Meads sewage treatment works may therefore be an important issue in deciding which sites to release from the green belt.

153. National Grid which is responsible for supplying gas and electricity to homes and businesses in the borough, consider that new development in the borough will not have a significant effect on gas and electricity transmission infrastructure nor create any capacity issues given the scale of these networks.
154. The Mobile Operators Association support criteria based policies that respect local character and design impacts but do not inhibit the operational efficiency of telecommunication infrastructure. This issue will be considered through the Development Control Policies DPD.
155. With the possible long-term exception of capacity at Rye Meads, there are no strategic utility issues which are likely to prevent development sites from coming forward. The general approach is to expect development proposals to be aware of utility issues and comprehensive masterplans for Greater Brookfield and large green belt sites to demonstrate that utility connections can be achieved.

Education

156. Broxbourne currently has thirty-four primary schools and seven secondary schools as well as a number of specialist and private facilities. The local education authority [education advice](#) is that housing development, rising birth rates and parental choice are generating a demand for one new primary form of entry per 400 dwellings (based on 30 pupils per form x 7 years) and that this may also translate into a demand for new secondary school places.



Picture 19: The new St Mary's secondary school

157. There are particular pressures in parts of Hoddesdon, Turnford/Wormley as a consequence of high pupil generation rates at Canada Fields and nearby and in Waltham Cross. Based on the likely pattern of housing development in the borough there will be a need for 2.5 new primary forms of entry in the short term and up to 13.5 additional forms in the longer-term as well as 4 reserve forms to conform to Audit Commission recommendations to establish a 5-

10% margin for parental preference and fluctuations in demand. Plans are being progressed to expand existing schools where possible but where new provision is needed the local education authority express a preference for new 2 form of entry schools on a 2.5 hectare site, although they acknowledge that smaller sites with shared playing space may be necessary in constrained areas. It is anticipated that any secondary needs can be resolved by expanding existing schools where sites have the potential to meet site-size regulations.

158. The Council recognises that high quality and well distributed schools will play an essential role in regenerating neighbourhoods and attracting high-value jobs. The general approach is to work with the local education authority to plan for future education needs by exploring options to extend existing schools, to secure planning contributions from housing developments and to consider allocating new school sites in a Site Allocation DPD. This will look at opportunities on urban sites and small edge-of-urban sites as well as part of comprehensive masterplans for large green belt sites.

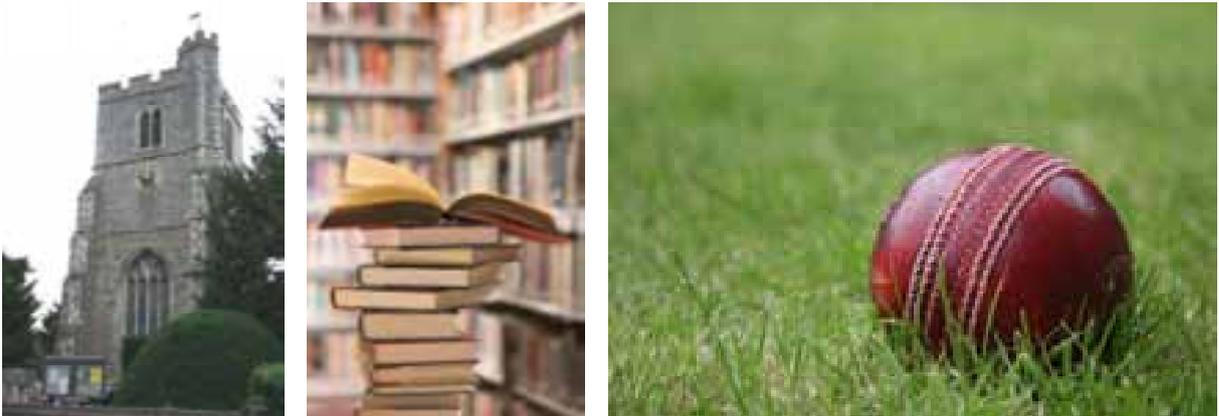
Health Care

159. Healthcare provision in Broxbourne is currently commissioned by Hertfordshire Primary Care Trust with adjoining services managed by Barnet and Chase Farm PCT. The main healthcare facility in the borough is the Cheshunt urgent care centre which offers walk-in treatment for injuries, minor emergencies and fractures, but not major emergencies. There is also a network of local GP surgeries catering for day-to-day ailments and illnesses. The nearest hospitals are Barnet General and Chase Farm in Enfield with others at Harlow, Epping, Welwyn Garden City and Stevenage. The various PCTs currently have plans to consolidate emergency services at Barnet and Harlow and re-classify Chase Farm and Welwyn as urgent care centres. The general approach is to work with PCTs and other health bodies to secure the best possible healthcare services for local residents. This includes targeted services to address particular local challenges such as ageing residents as well as smoking, obesity and fitness levels. An Infrastructure Schedule will be prepared to map existing healthcare provision and to plan for new services if housing and other development creates an additional demand.

Community Facilities

160. Broxbourne has a wide range of community facilities located around the borough such as libraries, sports and youth clubs, play areas, community halls, political and working men's clubs, scout and guide huts and places of worship. These facilities play a fundamental role in community aims to enhance sense of place and sense of community by bringing people

together, improving community safety and reducing crime and anti-social behaviour. The general approach is to oppose the loss of community facilities where they have a viable future and to support proposals which improve, replace or make better use of existing facilities or provide new facilities. Urban sites and small edge-of-urban sites will be expected to make on-site provision where possible or contribute towards off-site provision. Large green belt sites should provide community facilities as part of a comprehensive masterplan. The existing level of provision will be assessed as part of an Infrastructure Schedule and the cost of maintaining existing facilities and providing new facilities will be calculated as part of a Planning Contributions SPD.



Picture 20: Community facilities enhance sense of place and sense of community

Cemeteries and Crematoria

161. Broxbourne's current population means that burial or cremation space is needed for about 900 people each year. Existing churchyards and public cemeteries at Hoddesdon and Bury Green are rapidly reaching full capacity and the nearest crematorium is in Enfield. There are also two Jewish cemeteries in the south of the borough serving the north London community. In order to reduce the distance that people must travel to visit their loved ones and to help protect local family genealogy, the Council has granted planning permission for new cemeteries near Box Wood south of Hertford Road and Lanthorn's Wood north of Lord Street (both of which have now expired) and to extend Bury Green cemetery. There are also early plans for a new cemetery and crematorium to the south of Hertford Road. The general approach is that sufficient burial space should be available to cater for local needs.

Policy CS9 - Infrastructure

To bring forward infrastructure and services that are needed to support housing, employment, retail, leisure and other development.

- Work with the local highway authority to find ways for development proposals to connect to the existing road network and to prepare an A10 Route Management Strategy to ensure that the A10 and other roads and junctions can accommodate future traffic levels and work with the Highways Agency to consider the capacity of the M25 and Junction 25.
- Work with transport bodies to ensure that rail, bus, cycle and pedestrian facilities offer a range of transport options. The Council will support railway operator plans to provide more rail services to Broxbourne. The Council will work with Transport for London and other stakeholders to explore options to extend bus services and the Oyster card scheme into Broxbourne.
- Ensure that a sensible amount of car parking is provided at key destinations such as town centres and railway stations.
- Work with utilities bodies to ensure that all areas of the borough are well served by electricity, gas, water, sewerage and telecommunications. The Council will work with Thames Water and the Environment Agency to ensure that Rye Meads, Deephams and other sewage treatment works have sufficient capacity to accommodate new development. Developers should submit utility statements to demonstrate that such services can be supplied and have capacity.
- Work with Hertfordshire County Council as the local education authority to ensure that all areas of the borough are well served by schools and education facilities.
- Work with health bodies to ensure that all areas of the borough are well served by hospitals and healthcare facilities.
- Work with developers and other stakeholders to maintain and increase the quantity, quality and accessibility of community facilities in the borough.
- Provide sufficient burial and cremation space to cater for local needs.

This policy contributes to:

SO1 Prosperity	SO2 Jobs	SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing	SO7 Transport	SO8 Sustain- ability	SO9 Environ- ment
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PLANNING CONTRIBUTIONS

162. The provision of infrastructure and other services and facilities is vital to create sustainable neighbourhoods.
163. Planning obligations (also known as Section 106) are legal agreements between the Council and a developer to fund or provide facilities necessary to make a development acceptable in planning terms. Common examples include affordable housing, parks or play areas or funding for a new bus service. The planning system dictates that obligations should be for a planning purpose, related to the proposed development and reasonable in all other aspects.



Picture 21: Planning obligations are legal agreements between the Council and developers

164. The planning system also allows councils to establish a community infrastructure levy to be applied to new development to help fund wider infrastructure needs and it is intended that this will largely replace planning contributions by 2014. The [Hertfordshire Infrastructure and Investment Strategy](#) was commissioned to progress the levy and it finds that Broxbourne faces a £103 million infrastructure bill to support development to 2031, of which £80 million is for strategic services such as transport, education, waste, policing, emergency services and social services and £23 million is for local facilities such as open spaces, community facilities, waste collection and allotments. It suggests that authorities in Hertfordshire could consider a joint levy of up to £23,000 per dwelling, although it caveats that only £10,000 is viable in middle-value areas at present.
165. At the time of writing it is unclear whether the new Government will retain the levy or seek to introduce a different approach. In light of this uncertainty, the Council's short-term approach is to continue to secure appropriate Section 106 agreements on a site-by-site basis. To help

progress a future approach the Council will prepare a schedule of strategic infrastructure that is critical to the delivery of the spatial vision and other infrastructure improvements that are likely to be required to support housing, employment, retail, leisure and other development. The Infrastructure Schedule will then seek to establish standards, targets and costs for future services, facilities and infrastructure and will ultimately be combined with viability appraisal work to inform a Planning Contributions SPD. This will then be applied to appropriate development proposals via planning contributions, the community infrastructure levy or any successor mechanism. Specific infrastructure requirements associated with large or complex sites may also be set out in comprehensive masterplans and development briefs.

Policy CS10 - Planning Contributions

The Council will seek planning contributions from new development in accordance with national guidance and local policies to help fund policy objectives set out in the Core Strategy, the Sustainable Community Strategy and other planning and community strategy documents such as town centre strategies and development briefs.

The Council will prepare an Infrastructure Schedule covering the items listed below to map existing provision, identify any surplus/deficits and plan for future needs in light of growth and regeneration objectives. This will be combined with viability appraisal work to inform a Planning Contributions SPD which will cover:

- Affordable housing
- Open space, sports facilities and green infrastructure
- Utilities
- Flood prevention and sustainable urban drainage
- Renewable and low carbon energy schemes
- Transport infrastructure, including an A10 improvement fund
- Buses, walking and cycling
- Education provision
- Healthcare provision
- Community facilities
- Skills and training programmes
- Business support services
- Sustainable Community Strategy objectives
- Town Centre Strategy objectives
- Development Brief objectives

This policy contributes to:

SO1 Prosperity	SO2 Jobs	SO3 Town Centres	SO4 Greater Brookfield	SO5 Neighbour- hoods	SO6 Housing	SO7 Transport	SO8 Sustain- ability	SO9 Environ- ment
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WHAT IF...?

166. This chapter explains how the Council will respond if key elements of the spatial vision do not come forward within the timescale anticipated.
167. Housing development on urban sites represents a vital element of housing land supply. The Council will work with landowners and developers to understand the merits and constraints of urban sites and may prepare development briefs to aid deliverability. If planning applications are not forthcoming and the borough becomes vulnerable to unfavourable proposals being won on appeal, then the Council will seek to bring forward small edge-of-urban and/or large green belt sites through a Site Allocation DPD.
168. Greater Brookfield will act as a catalyst to deliver the spatial vision and many of the strategic objectives of the Core Strategy. Its failure to come forward for development would affect prosperity, job creation, shopping, housing, transport and sustainability ambitions. If a planning application were not forthcoming in the medium term then the Council would review the strategic allocation. This could consider alternative options for a different development, compulsory purchase to transfer landownership to landowners willing to bring a scheme forward or deletion of the allocation altogether. In the interim housing policies are flexible to allow urban, small edge-of-urban and/or large green belt sites to be phased in a Site Allocation DPD to resolve any housing land supply delays and retail policies set out a clear role for existing town centres to attract and retain shops and other services. The inevitable long-term impact would be that Broxbourne continues to experience significant loss of spending to competing centres and opportunities to create new jobs, resolve transport problems, improve skills/training and address local deprivation would be severely curtailed.
169. Park Plaza North is a key element of the short and medium term spatial vision to create high-value jobs and its failure to come forward for development would affect prosperity and job creation ambitions. If a planning application were not forthcoming in the medium term then the Council would consider alternative options such as compulsory purchase to transfer ownership to a landowner willing to bring forward a high-value development or leave the site vacant and bring forward green belt land that could support high-value development. The land assembly and redevelopment of less viable uses at existing employment areas such as Essex Road, Delamare Road and Lea Road / Britannia Road would also be explored. If high-value job uses came forward at Park Plaza West in advance of Park Plaza North then the Council would consider alternative options such as a lower-value development.

170. Park Plaza West is an Area of Search with potential for a high-quality business park. If a development proposal were not forthcoming or a site allocation were not appropriate due to planning, transport, environment or other constraints then the Council would seek to identify new opportunities elsewhere in the borough. In the longer-term it may be possible to redevelop parts of existing employment areas or review the Core Strategy to identify alternative strategic employment sites. In a worse case scenario where high-value jobs could not be attracted to any location in the borough then local workers will continue to have access to opportunities in London and elsewhere.
171. The provision of transport, utilities and social infrastructure is a key element of the spatial vision. A failure to deliver new infrastructure could delay the construction and completion of key development proposals such as Greater Brookfield. The A10 and other urban roads could exceed their existing capacity and become excessively congested, pipes, pylons and water mains may be unable to supply utilities, sewers could exceed their flow rates and the risk of flooding could increase. If it is clear that development proposals cannot be accommodated by existing roads/junctions, utilities or flood storage areas then the Council will seek to delay such proposals until such time as sufficient improvements have been made and may ultimately oppose development if improvements cannot be made.
172. If the new Government abolishes the community infrastructure levy and does not replace it with a different mechanism, the Council will continue to prepare an Infrastructure Schedule and will seek planning contributions on a site-by-site basis in accordance with national guidance and local circumstances.
173. It is anticipated that the new Government will continue to amend national guidance in favour of a localism approach and the Council will respond to such changes as appropriate.

IMPLEMENTATION AND MONITORING

174. The following tables set out the mechanisms and key agencies responsible for implementing and monitoring Core Strategy policies.

- The Implementation column lists the wide range of strategies, documents, guidance notes, projects and initiatives that will be used to deliver the objectives of Core Strategy policies.
- The Monitoring column lists the national and local indicators and other sources of information that will be used to monitor success against Core Strategy policies and the effects predicted by the Sustainability Appraisal. In most cases the Council will use the LDF Annual Monitoring Report to present and analyse this information.
- The Lead Agencies column lists the main bodies and organisations who will proactively or indirectly help to implement the objectives of Core Strategy policies. The Council is aware that bodies/organisations may be reorganised or change names during the plan period (i.e. the abolition of Primary Care Trusts under new Government health plans) and that landownership and development options may also change hands.

Policy CS1 Sustainable Neighbourhoods

To plan for beneficial regeneration and growth, to achieve a closer relationship between homes, jobs and other services, to improve accessibility and to improve the sustainability of homes and other buildings.

Implementation	Monitoring	Lead Agencies
Sustainable Community Strategy	National Indicators: - NI186 per capita reduction in CO2 emissions in local authority area	Broxbourne Borough Council
Code for Sustainable Homes		Hertfordshire County Council as waste disposal and waste planning authority
BREEAM standards	Core Output Indicators: - H3 dwellings on previously developed land - H6 Building for Life assessments - BD2 employment floorspace on previously developed land - E3 renewable energy generation	Broxbourne Local Strategic Partnership
Planning Contributions SPD		Landowners and Developers
Design guidance		Environment Agency
Clyfton Close Development Brief for Code 5 exemplar housing development	Index of Multiple Deprivation which scores and ranks super output areas using a range of deprivation criteria	Hertfordshire Constabulary
Sustainability checklist for planning applications		Hertfordshire Fire and Ambulance Service
Broxbourne Climate Change Strategy	Quarterly community safety monitors	Neighbourhood Forums, held approximately twice yearly for six neighbourhood areas in the borough
Community Safety Action Plans	MORI polls of community views	
Connecting Communities schemes	Census 2011 data	
Carbon monitoring tool, to calculate and help reduce carbon emissions from development proposals	Place Surveys	
Hertfordshire Waste Strategy		
Hertfordshire Waste Aware campaign		
Hertfordshire Waste Core Strategy, Site Allocation DPD and Development Control Policies DPD		

Policy CS2 Housing Development

To provide 240 dwellings per year in the period 2010-2026 on urban sites, at Greater Brookfield strategic allocation and on small edge-of-urban sites and/or large green belt sites.

Implementation	Monitoring	Lead Agencies
<p>Determination of planning applications</p> <p>Housing sites will be identified through the SHLAA process and allocated in a Site Allocation DPD</p> <p>Preparation of development briefs for large, complex and/or important sites</p> <p>Comprehensive masterplans for Greater Brookfield and large green belt sites in Areas of Search</p> <p>Hazlemere Marina Development Brief for service/tourism activities and housing</p> <p>Theobalds Grove Development Brief for housing</p> <p>CABE Getting the Big Picture Right: A Guide to Large Scale Urban Design</p>	<p>Core Output Indicators:</p> <ul style="list-style-type: none"> - H2(b) housing completions - H2(c) housing commitments - H2(d) housing trajectory of 5 and 15 years housing land supply <p>Strategic Housing Market Assessment</p> <p>Strategic Housing Land Availability Assessment</p> <p>Census 2011 data</p>	<p>Broxbourne Borough Council</p> <p>Landowners and Developers</p> <p>Bayfordbury Estates in respect of Greater Brookfield</p> <p>Landmatch / Leach Homes in respect of West of Hoddesdon Area of Search</p> <p>Crest Strategic / Woodhall Properties, Persimmon and other landowners in respect of Goff's Oak Area of Search</p> <p>Hertfordshire County Council in respect of Bury Green Area of Search</p> <p>Hertfordshire County Council and Mr Maxwell in respect of Albury Farm East</p>

Policy CS3 Housing Mix

To provide a balanced mix of housing types/sizes including a 40% flexible affordable housing target, urban densities based on local surroundings and infrastructure capacity, larger family homes favoured on small edge-of-urban sites and/or large green belt sites and support for specialist accommodation.

Implementation	Monitoring	Lead Agencies
<p>Section 106 planning contributions for smaller sites</p> <p>Site Allocation DPD may establish affordable housing targets and housing type/size targets for specific sites</p> <p>Housing Strategy will establish balance of social rented and intermediate properties</p> <p>Planning Contributions SPD, which will establish flexible approach to apply affordable housing target to small sites</p> <p>Lifetime Homes design standards</p>	<p>Core Output Indicators:</p> <ul style="list-style-type: none"> - H2(b) housing completions - H2(c) housing commitments - H5 affordable housing completions <p>Strategic Housing Market Assessment</p> <p>Strategic Housing Land Availability Assessment</p> <p>Affordable Housing Viability Study</p> <p>Council's housing waiting list</p> <p>Fordham dynamic viability matrix, to help observe whether changes in alternative land use value, house price index and building cost index might affect affordable housing viability</p> <p>Census 2011 data</p>	<p>Broxbourne Borough Council</p> <p>Broxbourne Housing Association</p> <p>Registered Social Landlords</p> <p>Landowners and Developers</p> <p>Homes and Communities Agency</p>

Policy CS4 Travelling Community

To provide for new gypsy pitches and showpeople plots within or adjoining existing sites where they specifically cater for need arising from within that site and subject to search criteria.

Implementation	Monitoring	Lead Agencies
Determination of planning applications Site Allocation DPD	Core Output Indicators - H4 additional pitches for gypsies and travellers Housing Need Surveys Gypsy and Traveller Needs Assessment Travelling Showpeople Needs Assessment	Broxbourne Borough Council Broxbourne Borough Council in respect of planning application for relocated Halfhide Lane gypsy site Gypsy and Traveller community Travelling Showpeople community Landowners and Developers Hertfordshire County Council as landowner and manager of Halfhide Lane Gypsy site Lee Valley Regional Park Authority in respect of Wharf Road

Policy CS5 Employment

To support proposals to retain and create jobs in existing employment areas and town centres, support retail and leisure jobs at Greater Brookfield and promote high-value jobs in suitable locations.

Implementation	Monitoring	Lead Agencies
<p>Determination of planning applications on existing employment land</p> <p>Preparation of development briefs for large, complex and/or important sites</p> <p>Allocating new employment land in a Site Allocation DPD</p> <p>Comprehensive masterplans for Greater Brookfield and large green belt sites in Areas of Search</p> <p>Park Plaza North Development Brief for regionally significant, high-tech, R&D and associated employment activities</p> <p>Essex Road Development Brief for new bridge access over New River into employment area</p> <p>Broxbourne Lido Development Brief for accommodation and service/tourism activities in Lee Valley Regional Park</p> <p>Hazlemere Marina Development Brief for service/tourism activities and housing</p>	<p>National Indicators: - NI151 overall employment rate</p> <p>Core Output Indicators: - BD1 employment floorspace by type - BD3 employment land availability by type</p> <p>Employment trajectory showing projected job creation in different sectors over the plan period</p> <p>Annual Business Inquiry (ABI) data including jobs by sector and claimant counts</p> <p>East of England Forecasting Model</p> <p>NOMIS employment data including jobs by sector and average weekly wages</p> <p>Census 2011 data</p> <p>English Partnerships employment floorspace worker per sq.m. densities</p>	<p>Broxbourne Borough Council</p> <p>Landowners and Developers</p> <p>Bayfordbury Estates in respect of Greater Brookfield</p> <p>Co-operative Wholesale Society in respect of Park Plaza North</p> <p>News International in respect of Park Plaza South</p> <p>Meux Trust in respect of Park Plaza West</p> <p>Mr Maxwell in respect of Maxwell Farm West</p> <p>Lee Valley Regional Park Authority in respect of former Broxbourne Leisure Pool site</p> <p>British Waterways in respect of Hazlemere Marina</p> <p>Centros in respect of Tower Centre</p>

Policy CS6 Retail and Town Centres

To ensure that centres grow and develop relative to their size and status by directing uses to the most appropriate location: Brookfield borough centre, Hoddesdon town centre, Waltham Cross town centre, Cheshunt Old Pond district centre and the network of local centres.

Implementation	Monitoring	Lead Agencies
Hoddesdon Town Centre Strategy	Core Output Indicators: - BD4 total amount of floorspace for town centre uses Town centre health checks Javelin retail performance index	Broxbourne Borough Council
Waltham Cross Town Centre Strategy		Hertfordshire County Council as local highway authority
Cheshunt Old Pond Strategy		Landowners and Developers
Local Centres Strategy		Centros in respect of the Tower Centre in Hoddesdon
Tower Centre Development Brief for comprehensive redevelopment		Various landowners in respect of Waltham Cross town centre

Policy CS7 Greater Brookfield

To allocate Greater Brookfield as a strategic allocation for in the order of 50,000 sq.m. of retail floorspace, 15,000 sq.m. of leisure floorspace and about 300 dwellings.

Implementation	Monitoring	Lead Agencies
<p>Determination of planning applications</p> <p>Construction of link road from western arm of A10 Turnford roundabout and new access lane from A10 Turnford roundabout onto southbound lane of A10</p> <p>New public transport, pedestrian and cyclist services and facilities</p> <p>Broxbourne Borough Council to submit planning application for relocation of Halfhide Lane gypsy site and allotments to land adjoining Hell Wood</p> <p>Gospel Hall Development Brief for household waste recycling centre</p> <p>A commitment by the Council to make land in its ownership available for development</p>	<p>Town centre health check</p> <p>Javelin retail performance index</p>	<p>Broxbourne Borough Council as local planning authority and as landowner of the Council depot and New River Trading Estate</p> <p>Bayfordbury Estates in respect of Greater Brookfield</p> <p>Hertfordshire County Council as the landowner of Halfhide Lane gypsy site and Turnford household waste recycling centre</p> <p>Hertfordshire County Council as local highway authority and local education authority</p>

Policy CS8 Environment

To conserve and enhance the natural, historic and built environment by protecting green belt land, enhancing green corridors, protecting other important sites and landscapes, providing open space in urban areas, reducing flood risk and achieving high quality design.

Implementation	Monitoring	Lead Agencies
<p>Application of open space quantity and accessibility standard. Average household size will be calculated in the Annual Monitoring Report.</p> <p>Management plans for main parks</p> <p>Play Strategy for play areas</p> <p>Hertfordshire Green Infrastructure Strategy</p> <p>Review of local wildlife sites as part of Development Control Policies DPD</p> <p>Environment Agency Groundwater Protection: Policy and Practice and Upper Lee Catchment Abstraction Management Strategy</p> <p>Lee Valley Regional Park Authority Park Development Framework</p> <p>Potential for Hertfordshire Building Futures SPD</p> <p>Design guidance including conservation area appraisals, urban characterisation work and a list of locally important buildings</p> <p>Management plans for important protected sites</p> <p>Hertfordshire Biodiversity Strategy and Action Plans</p>	<p>Core Output Indicators:</p> <ul style="list-style-type: none"> - E1 number of permissions granted contrary to Environment Agency advice on flooding and water quality - E2 change in areas of biodiversity importance <p>Infrastructure Schedule</p> <p>Conservation Area management plans</p> <p>Local Wildlife Site management plans</p> <p>Parks and areas with Green Flag status</p> <p>Lee Valley Regional Park Authority management and delivery plans</p> <p>Buildings on English Heritage “At Risk” register</p>	<p>Broxbourne Borough Council</p> <p>Landowners and Developers</p> <p>Lee Valley Regional Park Authority</p> <p>Environment Agency</p> <p>British Waterways</p> <p>Commission for Architecture and the Built Environment (CABE)</p> <p>Hertfordshire County Council in respect of potential Building Futures SPD</p>

Policy CS9 Infrastructure

To bring forward infrastructure and services to support housing, employment, retail, leisure and other development.

Implementation	Monitoring	Lead Agencies
<p>Hertfordshire Local Transport Plan</p> <p>Manual for Streets</p> <p>Roads in Hertfordshire</p> <p>Hertfordshire LDF / Transport Protocol</p> <p>A10 Route Management Strategy, which will include consideration of an A10 bus service</p> <p>Network Rail Greater Anglia Route Utilisation Strategy</p> <p>Network Rail East Anglia Route Plan</p> <p>Thames Water Water Resources Management Plan</p> <p>Cheshunt and Waltham Cross Urban Transport Plan</p> <p>Waltham Cross Renaissance Programme</p> <p>Hoddesdon Urban Transport Plan</p> <p>Preparation of a Broxbourne Cycling Strategy</p> <p>Broxbourne Borough Council may submit planning application for Hertford Road cemetery and crematorium</p>	<p>Hertfordshire Local Transport Plan</p> <p>National Indicators: - NI175 and NI178 which monitor GCSE pass rates, number of primary and secondary school places, number of pupils in higher education and new dwellings within 30 minutes of key services (such as GP surgeries)</p> <p>Infrastructure Schedule</p> <p>Hertfordshire Highways A10 detailed transport modelling study</p>	<p>Broxbourne Borough Council</p> <p>Hertfordshire County Council as local highway authority</p> <p>Highways Agency in respect of M25 and Junction 25</p> <p>Network Rail in respect of rail infrastructure</p> <p>National Express East Anglia in respect of rail services</p> <p>Transport for London in respect of Waltham Cross bus station</p> <p>Local bus providers in respect of bus services</p> <p>Hertfordshire County Council as local education authority</p> <p>Hertfordshire PCT in respect of Cheshunt urgent care centre and other local services</p> <p>Thames Water in respect of water and sewerage infrastructure and Rye Meads and Deephams sewage treatment works</p> <p>Environment Agency in respect of rivers and floodplains</p> <p>Olympic Delivery Authority in respect of Lee Valley White Water Centre</p> <p>National Grid in respect of electricity and gas infrastructure</p> <p>Telecommunications providers</p>

Policy CS10 Planning Contributions

To seek planning contributions in accordance with national guidance and local policies to help fund local policy objectives.

Implementation	Monitoring	Lead Agencies
Infrastructure Schedule Planning Contributions SPD Community Infrastructure Levy mechanism (or any successor)	Section 106 monitoring regime Future reviews of Herts Infrastructure & Investment Strategy (HIIS)	Broxbourne Borough Council Hertfordshire County Council as local highway authority and local education authority Landowners and Developers Other Hertfordshire councils through Infrastructure and Investment Panel (HIIP)

LOCAL PLAN POLICIES TO BE DELETED

175. This table identifies saved Local Plan policies that will be deleted by virtue of the adoption of the Broxbourne Core Strategy.

Saved Local Plan Policies to be Deleted
GBC10 Travelling Showpeople
H5 Longer Term Housing Allocations 2008-2011
BFC4 New River Trading Estate
BFC6 Land West of Halfhide Lane (Halfhide Lane Site)

GLOSSARY

176. This section sets out a glossary of technical planning terms used in the Core Strategy.

Affordable Housing is housing where the price or rent is significantly lower than local market costs and can be afforded by people who are unable to buy or rent adequate housing on the open market.

Annual Monitoring Report (AMR) is a report prepared by the Council to monitor the number of dwellings, amount of floorspace, etc built and committed for development in any given year.

Area of Archaeological Interest is an area of land protected for its archaeological value.

Area of Search is the name given to the large areas of green belt land which have been identified as having potential for housing or employment development.

BREEAM is the Building Research Establishment Environmental Assessment Methodology which assesses the sustainability credentials of industrial, commercial and institutional buildings.

CABE is the Commission for the Built Environment who assist the Government by providing guidance on the design, layout and sustainability of development.

Climate Change refers to the impact of human activities on the planet which is melting ice caps, raising sea levels, changing weather patterns and raising global temperatures.

Community Infrastructure Levy (CIL) is a mechanism by which councils can secure monies from development to help fund both strategic and local infrastructure needs.

Commuted Payments is money given to the Council by a developer to fund affordable housing or other community objectives.

Conservation Area is an area of urban land protected for its conservation value due to the quality of buildings, architectural styles, open spaces and general appearance.

Core Strategy is a planning document which sets out a Spatial Vision for the future of Broxbourne.

Development Brief is a document which builds upon the scope of local planning policies to guide development proposals for large, complex and/or important sites.

Development Control is the function of the Council which determines planning applications.

Development Control Policies DPD is a document which sets out detailed local policies that will be used to determine planning application.

Development Plan is the collection of national and local documents that will together be used to determine planning applications.

Development Plan Document (DPD) is the name for planning documents which allocate land or establish policies to determine planning applications.

East of England Development Agency (EEDA) is the regional economic development agency for Hertfordshire, Bedfordshire, Cambridgeshire, Norfolk, Suffolk and Essex.

East of England Plan is the regional spatial strategy, which the Government revoked in July 2010.

Environment Agency is a Government agency responsible for managing rivers and watercourses and minimising flood risk.

Examination is the process by which the Planning Inspectorate will decide whether the Core Strategy and other planning documents are “legally compliant” and “sound”.

Flood Risk is the likelihood that a river or watercourse will flood and the likelihood that any particular site or area of land will be subject to flooding.

Forms of Entry (FE) is used to describe the size of a school. Hertfordshire County Council have a preference for 2 FE primary schools and 6-8 FE secondary schools, with 30 pupils per form.

Government is the coalition Government formed by the Conservatives and Liberal Democrats.

Greater Brookfield is a strategic allocation for land to the north of the Brookfield Centre for comprehensive mixed use retail, leisure and housing development.

Green Belt is land surrounding towns and urban areas which helps to check urban sprawl, prevent towns merging together and protect the countryside from inappropriate development.

Green Infrastructure is the network of parkland, green spaces, pathways and countryside in and around Broxbourne.

Gypsies and Travellers are persons of a nomadic habitat, but include people who may have stopped travelling for health or education reasons or due to old age.

Habitats Assessment are undertaken alongside the preparation of planning documents to ensure that important wildlife sites are protected from undesirable and unintended impacts.

Hertfordshire County Council is the local highway authority with responsibility for roads and pavements and the local education authority with responsibility for providing school places.

Hertfordshire Primary Care Trust (PCT) is the NHS organisation responsible for providing and managing healthcare in Broxbourne.

Highways Agency is a Government agency responsible for key motorways such as the M25.

Housing Association are charitable organisations who build and manage affordable housing.

Housing Land Supply refers to the land in the borough that is suitable for housing development. The Council should maintain a continuous five year supply of housing land and use the Core Strategy to demonstrate that it has a fifteen year supply of housing land.

Infrastructure refers to the full range of transport networks, utilities, services and facilities that are needed to create sustainable neighbourhoods and support new development. It includes physical items such as roads and pips and social infrastructure such as schools and healthcare centres.

Issues and Options is the first stage of consultation in the preparation of a planning document, when the Council sets out the main challenges and the best options for dealing with them.

Key Diagram is a diagram in the Core Strategy which shows the key elements of the Spatial Vision.

Lee Valley Regional Park Authority (LVRPA) is the organisation responsible for protecting and enhancing the Lee Valley Regional Park for leisure and recreation purposes.

Listed Buildings are buildings protected for their design, construction or architectural value.

London Plan is the spatial strategy for Greater London.

Local Development Document (LDD) refers to any document which forms part of the LDF

including planning documents such as the Core Strategy and non-planning documents such as the Statement of Community Involvement.

Local Development Framework (LDF) is the name of the suite of planning and non-planning documents which establish the planning policy framework for Broxbourne.

Local Development Scheme (LDS) is a document which sets out the timetable for preparing planning policy documents.

Local Education Authority is one of Hertfordshire County Council's responsibilities to plan for education needs.

Local Highway Authority is one of Hertfordshire County Council's responsibilities to plan for roads and pavements.

Local Plan is the old-style planning document for Broxbourne which contains policies on housing, employment, transport, the green belt, etc which are used to determine planning applications. These policies will be saved until such time as they are replaced by policies in up-to-date DPDs.

Local Strategic Partnership (LSP) is a partnership of public, private and voluntary sector organisations responsible for preparing the Broxbourne Sustainable Community Strategy.

Local Transport Plan (LTP) is a planning document prepared by Hertfordshire County Council to guide transport proposals and prioritise transport investment.

Local Wildlife Site is a site or area of land protected for its local wildlife and/or habitat value.

Planning Application is a set of plans and documents submitted by landowners, developers and homeowners to secure planning permission for development.

Planning Inspectorate (PINS) is the body responsible for hosting an Examination to determine whether submitted planning documents such as the Core Strategy are "sound".

Planning Obligations or Section 106 are contributions secured by the Council to help provide or fund infrastructure items or services that will help make development acceptable in planning terms.

Planning Permission is granted to planning applications approved by the Council which accord with national, regional and local planning policies and other material considerations.

Planning Policy Statement (PPS) are national planning documents prepared by the Government to guide the scope of planning documents and to help determine planning applications.

Preferred Options is the second stage of consultation in the preparation of a planning document, when the Council sets out its preferred policy approach to the main challenges.

Priority Area for Regeneration is a status once conferred on Broxbourne by the East of England Plan.

Proposals Map shows all sites that are subject to particular policies of the Local Plan and Local Development Framework. The map is updated each time a planning document is adopted.

Ramsar site is a wetland site of international importance.

Regional Economic Strategy (RES) is a document which sets out economic objectives for local planning authorities in the region.

Regional Spatial Strategy (RSS) was the East of England Plan which sets policies and targets for local planning authorities, but has been revoked by the Government.

Registered Social Landlords (RSLs) are charitable organisations who build and manage affordable housing.

Renewable Energy is energy derived from sustainable sources such as solar or wind power, as opposed to non-renewable energy derived from fossil fuels such as gas and coal.

Scheduled Ancient Monument (SAM) are sites and areas of land protected due to the presence of ancient monuments and other man-made features.

Site Allocations DPD is a document which allocates sites and areas of land for development.

Site of Special Scientific Interest (SSSI) is a site or area of land protected for its special wildlife, habitat or landscape value.

Spatial Vision is a description of how Broxbourne will change by 2026 and beyond.

Statement of Community Involvement (SCI) explains how the council will involve stakeholders and members of the public in devising planning policies and determining planning applications.

Strategic Allocation is a large or important site or area of land which can be allocated in the Core Strategy rather than in a subsequent Site Allocation DPD.

Strategic Flood Risk Assessment (SFRA) examines the likelihood that rivers and watercourses will flood and the mechanisms that can be implemented to reduce flood risk.

Strategic Housing Land Availability Assessment (SHLAA) is part of the LDF evidence base which examines the sustainability and deliverability merits of sites and areas of land for housing.

Strategic Housing Market Assessment (SHMA) is part of the LDF evidence base which examines how many houses the borough needs to build to resolve housing need problems.

Strategic Objectives set out the aims that will be pursued to achieve the Spatial Vision and those themes of the Broxbourne Sustainable Community Strategy with a spatial aspect.

Supplementary Planning Document (SPD) is a planning document which provides further detail on the application of a local planning policy such as affordable housing or design.

Sustainable Community Strategy (SCS) is a document prepared by the Local Strategic Partnership which sets out the aims and aspirations of the local community.

Sustainability Appraisal (SA) is undertaken alongside the preparation of planning documents to ensure that there are no undesirable or unintended environmental, economic or social impacts.

Sustainable Development is a central aim of national policy to achieve social progress, protect the environment, make prudent use of resources and maintain economic growth

Sustainable Urban Drainage Systems (SUDS) are drainage systems which absorb rain water back into the ground rather than into man-made drains and sewers.

Travelling Showpeople are members of a community who travel the country holding fairs and circuses but include people who may have stopped travelling for health or education reasons or due to old age.

Urban Transport Plans (UTP) are plans which flow from the Local Transport Plan by focusing on particular towns and urban areas, such as Hoddesdon, Cheshunt and Waltham Cross.

Utilities refer to electricity, gas and water supply, sewers and sewerage treatment works and telecommunications.