

LOCAL PLAN SUB-COMMITTEE - 7 DECEMBER 2022

PART I – NOT DELEGATED

5. LOCAL PLAN: Changes to Preferred Policy Options following Regulation 18 Consultation (DCES)

1 Summary

This report proposes changes to some of the preferred policy options contained in the Draft Local Plan Regulation 18 Part 1: Preferred Policy Options document in response to changes to national planning policy and comments received to the Regulation 18 consultation.

2 Details

2.1 The Regulation 18 Part 1 Preferred Policy Options was approved for consultation by Full Council on 25 May 2021. The consultation ran from 11 June – 20 August 2021.

2.2 The policy changes in this report are proposed in response to changes to national planning policy and representations received to the Regulation 18 consultation.

2.3 Any proposed changes to the wording of the policies in the appendices are in red text. Any text proposed to be removed is struck through. The remaining wording remains the same as approved by the Council prior to the Regulation 18 Part 1 Preferred Policy Options Document going out to consultation.

2.4 Key policy changes proposed in response to changes to national planning policy, the Environmental Act (November 2021) and representations received to the Regulation 18 consultation were reported to the Local Plan Sub Committee meetings in March, July, August, September and October.

2.5 At the 13 October Local Plan Sub Committee it was requested that further work be undertaken by officers on the Sustainable Transport policy and that this is reported back to the Local Plan Sub Committee. The updated Sustainable Transport Policy can be found in Appendix 9.

2.6 This report proposes updates to a further 4 policies:

- Advertisements
- Deliveries Servicing and Construction
- Green and Blue Infrastructure
- Residential Design and Layout – Design Criteria Appendix

2.7 A final review of remaining policies is currently being undertaken. There have been minor delays to this process due to officer resources being allocated to work on the Council's proposed Article 4 Directions as agreed at the 18 August Local Plan Sub Committee and Policy & Resources Committee. As well as prioritising work on the Regulation 18 Additional Sites for Potential Allocation document. Any further policy updates will be reported to the Local Plan Sub-Committee in the New Year.

Residential Design and Layout – Design Criteria Appendix

- 2.8 The updated Residential Design and Layout Policy was reported to the 13 October Local Plan Sub Committee. Overall, there was support for the Residential Design and Layout policy with the majority of respondents in favour of the inclusion of the nationally described space standards. The Design Criteria Appendix supporting this policy has now been updated. These Design Criteria are for inclusion in the Local Plan however it should be noted that a more detailed Design Guide will be produced at a future date.
- 2.9 Amendments have been made to wording in the Design Criteria Appendix following recommendations by Statutory and Non Statutory consultees as well as by Development Management officers, to emphasise and clarify some of the design criteria requirements and general structure of the appendix.
- 2.10 The revised Residential Design and Layout – Design Criteria Appendix is in Appendix 1 and representations received relating to the proposed policy are in Appendix 2 to this report.

Advertisements

- 2.11 Comments made regarding the proposed policy were broadly supportive, with the only major change recommended by Highways England, requesting to be consulted on applications in close proximity to the Strategic Road Network. Some minor changes to the policy wording have been made to improve clarity and understanding.
- 2.12 The revised Advertisements Policy is in Appendix 3 and representations received relating to the proposed policy are in Appendix 4 to this report.

Deliveries, Servicing and Construction

- 2.13 An additional criterion (6) has been added, upon recommendation of Highways England (a Statutory consultee), to emphasise the impact development or construction may have on the Strategic Road Networks (SRN) and the requirement of Construction Management Plans (CMPs), to ensure SRNs are not adversely affected.
- 2.14 The revised Deliveries, Servicing and Construction Policy is in Appendix 5 and representations received relating to the proposed policy are in Appendix 6 to this report.

Green and Blue Infrastructure

- 2.15 There was general support for the policy and its intention. Sport England praised the policy and its alignment with the NPPF, HCC also communicated their support for the policy however did express concern regarding insufficient land allocation to ensure that the infrastructure is managed and maintained, and has proposed amendments to the policy including definition of key assets, and this was reiterated by Croxley Green Parish Council. The Canal and Rivers Trust would like criteria in the policy to require habitat surveys to be conducted along the canal ways to identify wildlife habitat as part of development schemes.
- 2.16 It was also raised that the policy is at odds with the specified approach to the protection of the Green Belt when often the areas defined are one and the same. It should be noted that Green Belt and Green Infrastructure policies have different purposes. Green belt is a policy designation with specific purposes for including land within it. Green infrastructure is a broad term to define a “network of multi-functional green space, urban and rural, which is capable of delivering a wide range of

environmental and quality of life benefits for local communities". An updated Green Belt policy will be reported to a future meeting of the Local Plan Sub Committee.

- 2.17 The revised Green and Blue Infrastructure Policy is in Appendix 7 and representations received relating to the proposed policy are in Appendix 8 to this report.

Sustainable Transport and Travel

- 2.18 Updates on the Sustainable Transport and Travel Policy primarily relate to strengthening the policy and bringing clarity particularly around the core planning principle of actively managing patterns of growth to make the fullest possible use of public transport, cycling and walking. There were a number of overlapping but useful comments from across the board.
- 2.19 Policy criterion (1) has been expanded to ensure new development is well connected to existing infrastructure following a response from Chorleywood Residents Association. The additional text makes it explicit that development maximising the use of public transport to the fullest possible use will be supported.
- 2.20 Criteria 4 (d) and (e) have been amended to bring clarity on bus stops and high quality infrastructure and taxi ranks in central locations based on Hertfordshire County Council's response.
- 2.21 Inclusion of towpaths and the requirement to have prior discussion with Canal and River Trust have been inserted in the policy criterion 3 which is also expanded in a new explanatory paragraph. Likewise, Hertfordshire County Council have asked for referencing a number of guidance documents.
- 2.22 Continuing in the spirit of bringing clarity, the explanatory note includes new text to recognise differential contributions fossil-fuel vehicles and electric vehicles have on the environment. This addition expands on the 'motor vehicle' referenced in criterion 4. These updates are consistent with the NPPF's core planning principle of ensuring sustainable transport.
- 2.23 Amendments have also been made in response to the Transport Officer's Comments and those received at the Local Plan Sub Committee meeting on the 13th October. Criterion (1) includes reference to the mobi hub concept which is further explained in paragraph 12.16.
- 2.24 Further amendments were made based on the comments received at the Local Plan Sub Committee meeting on the 13th October, including those received from the Joint Three Rivers Residents Association. Primarily, these amendments seek to
- Strengthen cycling policies by adding new text
 - Introduce the need for promoting the '20 minute neighbourhood' concept
 - Add reference to the Highways Code in relation to implementing a risk-based 'Hierarchy of Road Users'
- 2.25 The revised Sustainable Transport Policy is in Appendix 9 and representations received relating to the proposed policy are in Appendix 10 to this report.

3 Policy/Budget Reference and Implications

3.1 The recommendations in this report are within the Council's agreed policy and budgets.

4 Financial, Legal, Equal Opportunities, Staffing, Environmental, Community Safety, Public Health, Customer Services Centre, Communications & Website, Risk Management and Health & Safety Implications

4.1 None specific.

5 Recommendation

5.1 That the Local Plan Sub Committee note the contents of this report, and recommend to the Policy & Resources Committee the following policy updates:

- Residential Design and Layout – Design Criteria (Appendix 1)
- Advertisements (Appendix 3)
- Deliveries, Servicing and Construction (Appendix 5)
- Green and Blue Infrastructure (Appendix 7)
- Sustainable Transport and Travel (Appendix 9)

6 Background Papers

National Planning Policy Framework (2021)

Planning Practice Guidance (2022)

Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011)

Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Town and Country Planning (Use Classes) Order 1987 (as amended)

13 October Local Plan Sub Committee minutes

Hertfordshire Strategic Green Infrastructure Plan (2011)

APPENDICES

Appendix 1 Residential Design and Layout – Design Criteria Appendix

Appendix 2 Representations received on Design Criteria Appendix

Appendix 3 Advertisements Policy

Appendix 4 Representations received on Advertisements Policy

Appendix 5 Deliveries, Servicing and Construction Policy

Appendix 6 Representations received on Deliveries, Servicing and Construction Policy

Appendix 7 Green and Blue Infrastructure Policy

Appendix 8 Representations received on Green and Blue Infrastructure Policy

Appendix 9 Sustainable Transport and Travel Policy

Appendix 10 Representations received on Sustainable Transport and Travel Policy