

Appendix B – Major changes, suggested by the Council, which are necessary to make the plan sound

Para 77 Deletion of words “The 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. 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” and replacement with “The general approach to the provision of new gypsy and traveller pitches is to work with authorised gypsy communities at Hertford Road and St James Road to plan for any additional pitches they may need within or adjoining the curtilage of existing sites or allow relocation where sites cannot be acceptably expanded. 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 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.”

Para 79 Deletion of words “The 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.” and replacement with “The general approach to the provision of new travelling showpeople plots is to work with existing showpeople communities to plan for any additional plots they may need within or adjoining the curtilage of existing sites or allow relocation where sites cannot be acceptably expanded. 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. 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.”

Para 94

Amendment of fourth sentence onwards from “The area may required improved access which should be considered alongside other development in the Southern A10 Corridor Area of Search and 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 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.” to “The Transport Modelling Study finds that a large development could place substantial pressure on local roads and the M25 junction. The area is likely to require significant improvements to the A10 which should be considered alongside other development in the Southern A10 Corridor Area of Search and elsewhere in the borough as part of an A10 Route Management Strategy. Masterplanning will need to consider access arrangements in light of the local highway authority’s opposition to new links directly onto the A10. Although the site could make an important contribution to job and prosperity objectives these issues indicate that development should be phased to the medium term onwards in a Site Allocation DPD and only brought forward earlier if the cumulative level of impact on the highway network is deemed to be acceptable. Masterplanning must include the identification of a defensible new green belt boundary, with potential boundaries including the A10 to the east and Theobalds Lane or Lieutenant Ellis Way to the south.”

Para 95

Amendment of ninth sentence onwards from “The Transport Modelling Study finds that a large development could place substantial pressure on local roads and the M25 junction. The area may therefore need to be scaled accordingly and may require improved access which should be considered alongside other development in the Southern A10 Corridor Area of Search and 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 the A10. 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.” to state “The Transport Modelling Study finds that a large development could place substantial pressure on local roads and the M25 junction. The area is likely to require significant improvements to the A10 which should be considered alongside other development in the Southern A10 Corridor Area of Search and elsewhere in the borough as part of an A10 Route Management Strategy. Masterplanning will need to consider access arrangements in light of the local highway authority’s opposition to new links directly onto the A10. Although the site could make an unrivalled contribution to job and prosperity objectives these issues indicate that development should be phased to the medium term onwards in a Site Allocation DPD and only brought forward earlier if the cumulative level of impact on the highway network is deemed to be acceptable. Masterplanning must include the identification of a defensible new green belt boundary, which is likely to be the New River to the west.”

Policy CS5

Amendment of words in seventh bullet point from “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.” to “Park Plaza West is supported as a location for high quality business park to help achieve a shift towards high-value jobs. Maxwells Farm West is suitable for offices and other high-value job-generating activities. Development will be scaled and phased in accordance with the preparation, funding and implementation of highway works through an A10 Route Management Strategy.”

Para 142

Amendment of whole paragraph from “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.” to “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 and Park Plaza North) will add additional stress to a number of links and junctions but that they will continue to operate within capacity if suitable mitigation measures are implemented. Longer-term options in Areas of Search will add even more stress depending on the scale and location of development. The Study recommends that the Council prepare an A10 Route Management Strategy to help unlock potential problem areas. This should include supply-based and demand-based interventions measures and will need to look at A10 widening and major remodelling of key junctions. The local highway authority is undertaking more detailed modelling of the A10 between the Turnford roundabout and the M25 and the Council’s agreed approach is to work jointly on an A10 Route Management Strategy to resolve any

issues identified by such modelling. This will require the inclusion of A10 works in strategic transport plans, the phasing of development in Areas of Search and a fair and proportionate mechanism to secure and pool planning contributions and community infrastructure levy from development proposals to help fund such improvements.”