

THE BROXBOURNE LOCAL PLAN

A FRAMEWORK FOR THE FUTURE DEVELOPMENT OF THE BOROUGH

JUNE 2020



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Local Plan 2018 - 2033



Policy GB1: Green Belt

Within the Green Belt, as defined on the Policies Map planning applications will be considered in line with the provisions of the National Planning Policy Framework.

Policy TM2: Transport and New Developments

I. Development will not be permitted where there would be a severe impact on the transport network. Development proposals must ensure that the safety of all movement corridor users is not compromised.

II. To demonstrate the likely impact of a development proposal on movement patterns and flows in an area, a Transport Assessment or a Transport Statement will be required.

III. Travel Plans must be submitted where the development involves major residential development, employment and other commercial development, and non-residential institutions such as schools and colleges. The Travel Plan will need to demonstrate that mitigation of the transport impacts of the proposal is achievable, and include provisions for monitoring.

IV. The Council will encourage the use of appropriate design and traffic calming measures to meet the needs of various movement corridors users.

Policy GT1: Gypsy and Traveller Sites

The Council will work with the travelling communities to allocate sites as follows as shown on the Policies Map:

1. Expansion of Hertford Road where additional appropriate needs cannot be accommodated within the existing site boundaries;
2. Accommodation of new pitches within the existing St James' Road site;
3. Authorised site at Wharf Road to accommodate the appropriate needs of the Wharf Road Community.

These sites are allocated for the specific needs of the resident travelling communities to which they relate and the future expansion of those communities through new household formation within those communities. They are not to meet the needs of extended family members not currently resident within the Borough of Broxbourne. The means for ensuring that these sites meet the immediate needs of those communities in perpetuity will be set out within planning permissions.

If demonstrated to be necessary in accordance with policy BR4, the Halfhide Lane Gypsy site will be relocated within Brookfield Garden Village to accommodate the appropriate needs of the Halfhide Lane gypsy community.

Policy NEB1: General Strategy for Biodiversity

- I. Development proposals will be expected to apply the mitigation hierarchy of avoidance, mitigation and compensation.
- II. Development proposals should result in net gains to biodiversity wherever possible.
- III. The Council will seek the creation of new networks of biodiversity, as well as the extension, enhancement and active management of existing sites.
- IV. Opportunities to connect habitat fragments through the creation of stepping stones, using built form, vegetation or green areas will be assessed as part of all relevant applications.
- V. When granting permission for any proposals that include measures to improve biodiversity, the Council will impose conditions or seek planning obligations that secure appropriate management regimes to deliver biodiversity gain in perpetuity.

Policy TM3: Access and Servicing

- I. New development proposals must provide for adequate, safe and convenient servicing arrangements, access points and drop-off areas.
- II. Adequate provision must be made for the movement and turning of emergency vehicles and refuse vehicles in all developments.

Policy NEB2: Wildlife Sites

Internationally Designated Wildlife Sites

I Development at Cheshunt Lakeside should ensure that adverse impacts on the Lee Valley SPA, either alone or in-combination, are avoided and mitigated through the implementation of the mitigation strategy, in accordance with Policy CH1;

II. Where necessary, financial contributions towards the measures set out in any Epping Forest mitigation strategy for recreational impacts will be sought from residential developments within the Epping Forest ZOI in order to mitigate and avoid in-combination effects on the SAC;

III. Development proposals which may have an adverse impact on any internationally designated wildlife site, either alone or in-combination, must satisfy the requirements of the Conservation of Habitats and Species Regulations, determining site specific impacts and avoiding or mitigating against impacts identified.

Nationally Designated Wildlife sites

IV. Development which would harm the nature conservation or geological interest of a nationally important wildlife site, as shown on the Policies Map, will not be permitted unless:

Policy NEB5: Ancient Woodland, Protected Trees and Hedgerows

I. Development proposals which would result in the loss or deterioration of ancient woodland; or aged or veteran trees found outside ancient woodland; will not be permitted unless the need for, and benefit of, the development in that location is wholly exceptional.

II. Applicants who wish to fell, top or lop protected trees or remove protected hedgerows should demonstrate that:

(a) the tree or hedgerow is dead, diseased or dangerous and in need of work on public safety and/or environmental grounds; and/or

(b) removal of the tree or hedgerow is essential for the development of a site.

III. Replacement planting will be required if permission is granted to fell protected trees or hedgerows. Replacement specimens should, where-ever possible, be of an equivalent size and of similar species, in the same or most suitable location, and in sympathy with local landscape character. The Council will seek replacement with two trees if they are of a lesser species or size than the removed tree.

Policy EQ1: Residential and Environmental Quality

I. All proposals for development within the urban area must avoid detrimental impacts on the amenities enjoyed by the occupiers of neighbouring properties in terms of daylight, sunlight, outlook and overlooking.

II. Proposals which generate dust, noise and odour must not result in a material harm to the amenity levels currently enjoyed in an area.

III. All development proposals must include provision for the storage of refuse and recycling facilities, and access to them suitable for waste management vehicles, in compliance with the Council's Waste Supplementary Planning Guidance.

Policy EQ3: Lighting

I. Proposals for development including new lighting, or new lighting proposals, will be considered against the following criteria:

(a) the need for the lighting;

(b) whether there would be an unacceptable adverse impact upon the amenity of residents, highway users, and biodiversity;

(c) whether the necessary steps have been undertaken to reduce lighting overspill and pollution.

II. Applications for lighting should detail light angles, the design and spread of lights, the strength of luminance, height of light columns and proposed hours of use.

Policy TM4: Electric Vehicle Charging Points

I. The Council will expect that all parking spaces within new housing developments, including communal parking spaces, have active EV charging points, or passive charging points where it can be demonstrated that provision of active charging points is not reasonable.

II. At least 20% of all new parking spaces for new retail and commercial development must be fitted with active EV charging points, with passive provision for all the remaining spaces.

III. All cabling and charging points for commercial parking spaces must be capable of supplying a rapid charging service.

Policy TM5: Parking Guidelines

I. Planning applications will be determined with regard to the Car Parking Guidelines in Appendix B.

II. The Council will seek a sensible balance of car and cycle parking spaces based on the nature of the proposal, site context and wider surrounding area, and accessibility of shops, services and sustainable transport infrastructure, with the overall aim of reducing private car use.