

Kingsmead

Neighbourhood Plan

PRE-SUBMISSION REGULATION 14

October 2021

SUMMARY DOCUMENT



KINGSMEAD NEIGHBOURHOOD PLAN



A Plan by Residents for Residents

Background to the Kingsmead Neighbourhood Plan Area

In June 2020 a public, on-line¹, meeting was organised by the Kingsmead Residents Association (KRA) and local councillors. At the meeting residents, community activists and KRA members agreed to join forces to produce a Neighbourhood Plan (KNP) for Kingsmead ward. The Kingsmead area spans around 197 hectares bounded by the River Lee Navigation to the north west, the A10 viaduct to the north east, the A414 to the south east and a variable line following modern streets to the south west. As shown in the Policies Map on Page 1.

Neighbourhood Planning gives communities direct powers to shape development and growth of their local area. Through the policies in their Neighbourhood Plan, communities can influence planning decisions on issues like residential and commercial development, protection of local green spaces and important buildings, and the provision of community facilities. Once this consultation has been completed the Plan will be assessed by an Independent Examiner and have a further consultation then there will be a public referendum. If the Neighbourhood Plan is adopted it will then have the same legal status as the East Herts District Plan and will influence planning decisions impacting on the Kingsmead Area from 2022 to 2033.

The policies in this Neighbourhood Plan have developed from an ongoing process of consultation with the community including surveys of both households and businesses, in person Draft Policy consultations with updates on the KNP website and promotion on Facebook by Hertford Town Council and KRA as well as through press releases. References in HKGE1 and HKGE2 to appendices are references to the full Neighbourhood Plan, this information is included in the Policies Map on Page 1 of this Summary document.

This is a summary of the full Neighbourhood Plan; the full document containing photos, maps, the Action Plan and background information is available to download from:

<https://www.knp Hertford .org/forum/knp-news-and-updates/>

Hard copies of the plan are available at:

 The Hertford Tourist Information Centre, 10-12 The Wash, Hertford SG14 1PX

 Hertford Library, Dolphin Yd, 10 Maidenhead St, Hertford SG14 1DR

We are now seeking your views on the policies in the Pre-Submission Draft Neighbourhood Plan. Information on how to respond and our consultation event is on page 19. The consultation is open from midnight on the 7th November 2021 to midnight on the 20th December 2021.

VISION STATEMENT

To develop a sustainable, safe and prosperous neighbourhood by promoting a range of good quality, sustainable developments, including residential, small business, local shops and local services that meet the needs of Kingsmead residents & organisations, whilst protecting and enhancing biodiversity, and enhancing the green spaces of Kingsmead.

To provide new and diverse leisure /recreational activities enabling safe, healthy and crime-free lifestyles, for all generations.

To promote alternative methods to vehicular transport within and across Kingsmead coupled with local services to reduce car journeys thereby reducing traffic intensity, improving air quality and promoting a healthy lifestyle for residents

¹ Due to Covid restrictions






Neighbourhood Plan Policies

The policies in the Kingsmead Neighbourhood Plan are divided into five broad categories with policies designed to achieve the objectives set out in each section.













Green Spaces, Important Views, Biodiversity & Air Quality

The policies in this category balance the need for sustainable development with the protection of natural areas, wildlife habitats, and air quality. The sites listed in Policies HKGE1, HKGE2 and HKGE4 are identified on the Policies Map on page 2. Comprehensive information and maps on areas proposed for designation and protection is in the full Pre Submission Neighbourhood Plan.












Relevant Objectives for this section include:

-  Provide a Biodiversity Net Gain for all new build and refurbishment projects in Kingsmead.
-  Include energy and water efficiency standards for new build and refurbishment projects that are enhanced compared to existing legislative norms to meet or exceed the LETI Climate Emergency Design Guide
-  Provide services, employment and housing in navigable clusters for new developments in line with the principles of the 20 minute neighbourhood
-  Protect and enhance current green spaces, increase biodiversity and eco system services and provide new green space to improve climate impact adaptation and mitigation.
-  Enable Kingsmead Residents to live more sustainable lifestyles

Policy HKGE1 - Local Green Space (LGS) Designation

- I. Twelve Local Green Spaces have been identified on the Policies Map In Appendix A:
 -  **LGS1** – Small recreation space adjacent to Vixen Drive and Stanstead Road
 -  **LGS2** – Park Mead
 -  **LGS3** – Stockade Mead, Sweet Mead, Hollow Mead, section of King's Mead and Tansy Mead
 -  **LGS4** - Little Mead
 -  **LGS5** - Land to north of the railway line and south of Mead Lane
 -  **LGS6** - Cromwell Road Allotments
 -  **LGS7** - Adjoining strips of mostly woodland running adjacent to the A10 from Rush Green roundabout to Nags Head Close
 -  **LGS8** - The Pines Woodland
 -  **LGS9** - Pinehurst Recreation Ground
 -  **LGS10** - The Bowl Barrows at Birdie Way through to the copse of conifers known as the "Pine Hurst
 -  **LGS11** - The Rush Green Roundabout
 -  **LGS12** - Foxholes Woodland
- II. Development within these designated areas will only be permitted where exceptional circumstances can be demonstrated, in accordance with the National Planning Policy Framework.
- III. Opportunities to provide for the better management or community stewardship and improvement of Local Green Spaces will be sought, where resulting from a development proposal or through other means.





Policy HKGE2 - Important Views

- I. The following views, as shown in Appendix D, are designated Important Views. If a Landscape and Visual Impact Assessment and/or a Landscape Sensitivity and Capacity Assessment, as required by Policy DES2 of the East Herts District Plan, reveals a harmful impact on those views resulting from the proposal, the development will only be permitted where appropriate mitigation measures can be delivered
 -  VP1 View from Sweet Mead towards the New River
 -  VP2 View from the bridge across the New River, by the Gauge House
 -  VP3 View from the River Lea to the Lock House and Hertford Lock
 -  VP4 View from Park Mead of the Gauge House and New River; Dual aspect
 -  VP5 View from Little Mead towards the railway
 -  VP6 View opposite Lloyds Car Spares and Carisbrook House. Mature trees provide a view of the Meads, fully in view in the winter months
 -  VP7 Views of the Meads from Ware Road, including mature trees
 -  VP8 View from Hamels Drive
 -  VP9 Mudlarks Allotment - View from corner of the east side of Cromwell Road looking across the allotments to the Meads and the A10 viaduct
 -  VP10 View from 'Toboggan Hill', Foxholes Woodland looking towards Foxholes Business Park
 -  VP11 View along the New River

Policy HKGE4 – Green Corridors








- I. Green Corridors should provide permeability for wildlife and people. In accordance with East Herts Green Infrastructure Plan, the green corridors in the Neighbourhood Plan Area as shown on the Policies Map will be protected from harmful development, managed and where possible enhanced.
- II. Existing wildlife corridors shall be retained:
 - a. **WC1**- Linking Hartham Common, LGS2 and LGS3
 - b. **WC2** – Linking LGS4, LGS5 and LGS6
 - c. **WC3** – Linking LGS12, LGS8, LGS7, LGS4, LGS10, LGS11, LGS9, and to green belt land adjacent to the Ward
- III. Informal wildlife corridors between green spaces will be encouraged as will the creation of new wildlife corridors that enable wildlife to move safely between green spaces to improve biodiversity.
- IV. New wildlife corridors should be created along roads, by leaving some sections of grass verges unmown and planting wildflowers. Buffer zones should be created between new development and the countryside to provide wildlife corridors.

Policy HKGE3 - Nature Conservation and Biodiversity

- I. Development proposals should conserve and enhance biodiversity and deliver net biodiversity gains (in accordance with the current best practice Biodiversity Impact Calculator). The nature conservation value of wildlife sites and other significant habitats, including the meads, will be protected from any harmful impacts of development, in accordance with their status. In particular, the following designated local wildlife sites, as detailed below, will be protected, managed and where possible enhanced:
 -  Kings Meads
 -  Cromwell Road Allotments
 -  Ware Lines Quarry (rear of Nags Head and Mutiny Close)
 -  River Beane, River Lea & River Rib Confluence, Hartham
- II. Areas coloured Green on the Hertfordshire Ecological Network Mapping including the meads, contain habitats listed in Section 41 of the NERC Act. Development, which would cause significant harm to these areas, should either be refused or a mitigation hierarchy applied. If permission is granted for development conditions or planning obligations the secure appropriate management regimes will be sought.
- III. Developments located in areas coloured purple on the Hertfordshire Environmental Record Centre (HERC) Ecological Network Mapping (See Figures 25- HERC Map) for the Neighbourhood Plan Area must deliver net biodiversity gains (in accordance with the latest version of Defra's Biodiversity Impact Calculator) and contribute towards enhancing ecological connectivity (in accordance with the HERC mapping).
- IV. Developments located in areas coloured orange or adjacent to orange, purple or green areas on the HERC mapping should provide a wildlife corridor either joining up two orange, purple or green areas or providing a potential link in the direction of another area with orange, purple or green colouring.
- V. New green infrastructure (GI) should be included in all major development proposals. Such GI should provide functional wildlife habitat linking habitats together and where possible, public access.
- VI. Proposals to create new natural areas and wildlife habitats, or to expand or enhance existing provision, will be supported.
- VII. Replacement of trees with mature native species, in suitable locations, will be required where development results in the unavoidable loss of trees.



Policy HKGE6- Protected Recreational Open Space








- I. Recreational Open Spaces catering for younger children exist at the following locations and should be retained:
 -  PROS1 Rowleys Road
 -  PROS2 Foxholes Avenue
 -  PROS3 Lilbourne Drive
 -  PROS4 Pinehurst Recreation Ground
 -  PROS5 Burleigh Road
 -  PROS6 Martin's Drive
 -  PROS7 Nag's Head Close/ Hamels Drive
- II. Proposals to include more outdoor recreation facilities within the Recreational Open Spaces for older children and teenagers, such as equipment for active use and to facilitate social gathering. For example: outdoor gyms, outdoor table tennis tables, outdoor "squash" wall within the built-up area will be supported provided they are consistent with other policies in this Plan.
- III. Development will be permitted in these spaces if it would not result in the loss of all or part of these spaces, and provided they are replaced with better facilities that are as accessible to the residents as the current recreational open spaces and/or the quality of those spaces is improved.
- IV. Implementation of the policy should include but not be limited to enhancing existing and increasing the number of Recreational Spaces including diversification of equipment to suit a larger age range.

Policy HKGE5 – Green Infrastructure and Sustainable Urban Drainage Schemes (SUDS)

- I. Development proposals are encouraged to use opportunities to build SUDS that enrich the aesthetic and recreational value of a development, promote health and wellbeing and support green infrastructure. They should also maximise wildlife habitat creation to increase and improve local biodiversity.
- II. Even where a development is not in a flood zone, external surfaces, paving and parking areas, should be permeable to prevent local flash floods and enable efficient soak away benefitting trees and shrubs.
- III. Planning permission for driveways shall impose use of a permeable surface.



Policy HKGE7 – Air Quality Improvement and Reduction in Carbon Emissions to Net Zero by 2050






- I. Development and refurbishment proposals that use opportunities to increase the following are encouraged:
 -  Maintaining and protecting existing trees
 -  Promoting walking and cycling through increased infrastructure such as footpaths, cycle paths and cycle parking.
 -  Increasing the number of trees by planting British native species
- II. Developments and refurbishments to be designed with low carbon principles, including the following are to be encouraged:
 -  Fit ground source heat pumps
 -  Include communal heating
 -  Install solar panels
 -  Install electric car charging points for all parking spaces
- III. S106 contributions towards the funding of 'Turn-off engine' signs outside schools, shops and other waiting areas throughout the Neighbourhood Plan Area will be encouraged where the development is likely to increase waiting traffic in such locations.
- IV. The Air Quality Management Area (AQMA) for Hertford has not been updated since 2012. This should be reassessed to determine the impact of increased congestion on Ware Road, Stansted Road, the A414 and Rush Green roundabout.


Community and Services

In Hertford Kingsmead Ward, there are sparse venues for use in recreational and community activities and limited healthcare. Retail availability is limited which does not meet the objective of the 20 minute neighbourhood and the low public transport options is a barrier to using facilities within the town centre. Given this low provision facilities that serve the community should be protected and enhanced during development and such development should not result in the loss of buildings, facilities or services.










Concerns were expressed during consultation relating to the availability of school places within walking distance, particularly given that there are significant increases in the number of dwellings, due to new developments, in adjacent areas. There were also problems raised with the suitability of the walking routes to the closest secondary schools. There are no options to use public transport to travel to local schools from the majority of the Kingsmead area.

Relevant Objectives for this section include:







-  Provide services, employment and housing in navigable clusters for new developments in line with the principles of the 20 minute neighbourhood [1]
-  Retain / attract small business ventures wherever practicably possible to promote a mixture of use and reduce commuting
-  Ensure the community is enabled to access primary healthcare
-  Develop community facilities to meet the current and future needs of all demographics of the community
-  Enable Kingsmead Residents to live more sustainable lifestyles

-  Ensure that development in the area is catered for by appropriate, local, educational provision

Community Assets 'Appendix E':

 Cromwell Road Allotments	 Ware Road Dentist
 Mudlarks allotment garden at Cromwell Road allotment site	 Shop and post office on Pinehurst
 Pinehurst Community Centre	 Shop Ware Road
 First Hertford Scout Hut	 The Mill House, Dicker Mill
 Ware Road Day Centre	

Assets of Community Value – 'Appendix E':

 Cromwell Road Allotments	 Ware Road Day Centre
 Pinehurst Community Centre	 Shop and post office on Pinehurst
 First Hertford Scout Hut	 Shop Ware Road

Policy HKCA1 - Valued Community Assets

- I. Existing community facilities, as listed in Appendix E, should be retained and protected. Loss of facilities will only be acceptable where alternative provision is of a scale and standard equivalent to, or superior to, the existing facilities. Alternative provision should be provided within walking or cycling distance of the existing facility.
- II. Proposals to improve or enhance community facilities will be supported when they improve the range, quality, suitability and accessibility of facilities for residents, and when the benefits of development outweigh any disadvantages. Contributions towards enhanced youth facilities and accessible GP services, collected pursuant to Policy CFLR7 in the District Plan, will be welcomed to address any shortfall in the existing provision within the Plan Area, which would be exacerbated as a result of the development.

Policy HKCA2 New or Improved Community Facilities

- I. Proposals to improve or expand community and recreation facilities, or provide new developments of multi-use community facilities, particularly the provision of services or recreational space for 13-17 year olds will be supported provided that all the following apply:
 - a. They fulfil the needs of existing and future residents of Kingsmead;
 - b. All Kingsmead residents are able to access them by walking/cycling or public transport;
 - c. Suitable parking provision is made so as not to cause traffic congestion; and
 - d. Any adverse impacts would not outweigh the benefits.

Policy HKCA3 – Provision of Health Care Facilities

- I. Proposals for a new health centre or the expansion of the existing facilities at the Ware Day Centre could be funded from S106 contributions from new development in Kingsmead Ward, collected through District Plan Policy CFLR2 and DEL2, or other funding mechanisms. Such facilities could include a one stop shop which delivers a wide range of health and social care services but as a minimum should include a GP surgery and a pharmacy.
- II. Alternatively a satellite provision could be supplied as a mobile service to Pinehurst and Foxholes, potentially using the Pinehurst Community Centre if plans for the centre permit.

Policy HKCA4 –Retail Facilities






- I. Improvements to existing retail facilities which provide better access to all ages and abilities will be welcomed.
- II. Provision of additional food, other retail or catering facilities would be supported, to provide local services and supplies, reducing the need to travel, provided that they do not impact on residential amenity or reduce the amount of green space in the Neighbourhood Plan Area nor impact on traffic flows around Rush Green roundabout.

Policy HKBE1 - Designated Heritage Assets

- I. Development proposals which affect designated heritage assets in the Neighbourhood Plan Area, including Ancient Monuments, listed buildings and structures, will be permitted provided they preserve or enhance the significance of the asset and its setting.
- II. A statement setting out any adverse impacts on the asset and its setting, along with any proposed mitigation measures, will be required.
- III. Proposals to bring empty listed buildings back into appropriate use, in line with Historic England's guidelines, will be supported when the benefits of development outweigh the disadvantages.
- IV. Local appreciation of the scheduled bowl barrow would help to preserve it for posterity. On-site interpretation will be sought through S106 or other funding mechanisms in accordance with the Action Plan.



Policy HKBE2 – Non-designated Heritage Assets

- I. Seven non-designated heritage assets have been identified as having local historic importance:
 -  The 1930s/Art Deco houses on Ware Rd/Stansted Road corner
 -  The Meadside Garage on the corner of Rowleys and Ware Roads
 -  The Lock House and Hertford Lock
 -  Green telephone/power box on corner of Rowleys Road and Ware Road
 -  Estate style (Painted green iron fencing) along the New River that matches (and is of a similar age to) the listed bridges)
- II. Development proposals which affect these non-designated heritage assets will be permitted provided that the scale of any harm or loss is balanced against the significance of the asset.
- III. Local appreciation of such non-designated heritage assets can help to preserve them for posterity. On-site interpretation will be sought through S106 or other funding mechanisms in accordance with the Action Plan.





Policy HKBD2 – Provision of Local School Places







- I. New development within Kingsmead of schemes with more than ten dwellings should consider whether there are sufficient, existing school places within a radius of 2 miles of the development.
- II. Sustainable proposals for new development and/or redevelopment of business premises will be supported when they incorporate planning for available school places that are within a radius of 2 miles and have a walking route to them.

Homes and Development

Kingsmead is relatively densely developed area interspersed by Green Belt of nature conservation value and as such no development sites in Hertford Kingsmead Ward are identified by the District Plan but, small sites have come forward for development and are likely to continue doing so along with the drive to convert existing industrial and commercial units to housing. Affordable housing is important to residents as is energy efficiency of new homes; however the majority of concerns have been raised regarding the impact of development on local infrastructure.

Relevant Objectives for this section include:

-  Provide a Biodiversity Net Gain for all new build and refurbishment projects in Kingsmead.
-  Include energy and water efficiency standards for new build and refurbishment projects that are enhanced compared to existing legislative norms to meet or exceed the LETI Climate Emergency Design Guide
-  Increase the provision of 3 bed houses and 2 bed bungalows on brownfield sites
-  Design in crime prevention measures to reduce anti-social behaviour, petty crime and illegal drug littering

-  Protect and enhance current green spaces, increase biodiversity and eco system services and provide new green space to improve climate impact adaptation and mitigation.
-  Enable Kingsmead Residents to live more sustainable lifestyles
-  Improve travel conditions, road safety and mitigate the impact of development on local roads.
-  Enhance commuter, shopping, school and other walking routes via pavements and/or off road footpaths to attract more pedestrians for short journeys within and across the borough
-  Provide commuter, shopping, school and other cross borough cycle routes including cycle parking to improve connectivity to transport hubs; extending and connecting the existing cycle network to join up routes and thereby increase levels of cycling to reduce vehicle traffic; particularly the school run.
-  Implement a borough wide residential and business car parking scheme together with together with communal car charging points to free up road space, reduce inappropriate parking on pavements and optimise travel.







Policy HKBE4 - Design and Layout

- I. The design of new buildings should follow sustainable design principles and reduce any negative impacts of development to protect the amenities of existing and future occupants. The following criteria should be accommodated in all development proposals:
 - a. Meet the Building for a Healthy Life criteria or equivalent replacement scheme
 - b. Indicative design measures contained in the London Energy Transition Initiative (LETI) Climate Emergency Design Guide for operational energy, embodied carbon, heating and hot water, demand response and data disclosure should be used as a reference guide
 - b. Include rainwater harvesting
 - c. Ensure green amenity areas are overlooked by windows to increase connection with outdoor spaces as per Secured by Design
 - d. Reduce parking issues for existing residences and provide a minimum of two off-road, permeable parking spaces per dwelling plus visitor parking to avoid adding parking pressures to overloaded local roads
 - e. Avoid unnecessary uniformity in external design to increase individuality between buildings
 - f. Rooflines of any development in residential areas shall be limited to the physical height of those homes in existence immediately adjacent and/or opposite to the development to protect residential amenity
 - g. Provide discreet, accessible, bin storage (for residents in apartments as well as those in houses), with sufficient space to accommodate the full complement of recycling/refuse bins, and safe covered cycle parking
 - h. Protect the amenity and privacy of existing and future residents
 - i. Proposals for 'Gated Communities' in the Plan Area do not support the principles of community cohesion and inclusion and will not be supported
 - j. The use of micro-renewables for domestic scale heating and electricity generation is encouraged where appropriate

Policy HKBE3 - Housing Supply

- I. Development proposals that demonstrate how they will meet the following, identified needs, will be supported when consistent with other policies in the Neighbourhood Plan:
 - a. Provision of three bedroom houses with private garden as a priority identified by residents over other dwelling types.
 - b. Provide alternative dwellings particularly moorings for houseboats that do not have a negative impact on biodiversity or other environmental policies or proposals

Policy HKBE5 - Landscape Design

- I. Landscaping schemes should enhance the character of the development and reflect and complement the surrounding landscape, particularly when in or adjacent to the Green Belt or near the Kings Mead. They should be designed to incorporate wildlife friendly property boundaries and contribute to a net gain in biodiversity. All the following criteria should be incorporated:
 - a. Welcoming, accessible open spaces and natural play areas
 - b. Planting of native tree and hedgerow species with green buffers between large developments and adjacent countryside. Buffer zones should be at least 15m wide to provide protection to existing habitats (in accordance with Natural England's Green Infrastructure Guidance (2009)) and green corridors for wildlife
 - c. A minimum of 2 secure, covered cycle parking spaces per dwelling to encourage active travel
 - d. Hard landscaping for vehicle parking should be constructed from permeable materials to reduce water run-off and should be reversible to green spaces
 - e. Incorporate highways improvements and a network of paths that provide good connectivity to existing routes and key services, and improve safe and accessible walking and cycling routes to local schools and other areas
 - f. Achieve a Building with Nature 'Excellent' rating
 - g. Incorporate appropriate measures to encourage and sustain wildlife from the list below:
 -  Bird boxes particularly swift nesting boxes
 -  Hedgehog holes in the base of fences to provide Hedgehog Highways and Hedgehog Boxes
 -  Bat boxes particularly in areas near Mutiny Close
 -  Ponds to provide migration and habitat particularly for our protected amphibians
 -  Window boxes for flowers
 -  Fit gulley pot ladders in open drains within 100m of amphibian rich wildlife sites
 - i. provide opportunities to grow food in residential developments
 - j. Within existing residential areas, increased surface water through the loss of front gardens to provide vehicle hard standing should be mitigated through domestic rainwater harvesting or run-off or the use of permeable surfaces

Policy HKBE6 – Amenity Greens in Existing Developments

- I. Amenity greens and informal green spaces provide a breathing space on the Pinehurst and Foxhole areas of Kingsmead and are a much-valued asset. These green areas should be retained and improved to maintain the open character of the estates in which they were provided. Proposals for development that results in the loss of amenity greens on Pinehurst or Foxholes will not be supported.






Policy HKBE7 - Brownfield Development



- I. Proposals for development on Brownfield land will be supported when they are consistent with other policies in this Plan and when they demonstrate that regeneration will:
 - a. significantly improve the visual appearance of the site or building.
 - b. complement the design and heritage of nearby buildings.
 - c. protect the amenity of nearby residents and business occupants.
- II. Proposals that provide tangible benefits to the community through the provision of community facilities or housing that meets the requirements of Policy HKBE3 will be encouraged.

Sustainable Travel





Concern about local travel conditions generated more feedback during consultation than any other issue. In the survey the primary issue expressed by residents' as a result of development was Increased traffic, followed by lack of adequate parking. Numerous individual comments were received relating to congestion, dangerous parking, commuter and business parking, speeding, school-gate congestion, lack of safe walking/cycling routes to local schools outside of Kingsmead, lack of public transport and, the number one issue reported across all issues on the survey, was dangerous queuing at Rush Green Services due to inadequate access facilities from the roundabout to McDonalds Drive Thru. Other particular issues reported on the survey concerned parking on Ware Road, which is a major route from Ware to Hertford. There is significant obstruction of the route due to on street parking on both sides and footpaths are impassable due to cars parking on the pavement, reducing the width so that pedestrians cannot pass.

Relevant Objectives for this section include:

-  Provide services, employment and housing in navigable clusters for new developments in line with the principles of the 20 minute neighbourhood
-  Enable Kingsmead Residents to live more sustainable lifestyles
-  Improve travel conditions, road safety and mitigate the impact of development on local roads.
-  Enhance commuter, shopping, school and other walking routes via pavements and/or off road footpaths to attract more pedestrians for short journeys within and across the borough
-  Provide commuter, shopping, school and other cross borough cycle routes including cycle parking to improve connectivity to transport hubs; extending and connecting the existing cycle network to join up routes and thereby increase levels of cycling to reduce vehicle traffic; particularly the school run.









-  Provide realistic improvements to affordable, local, public transport to make it a preferred option over cars to encourage use of same.
-  Implement a borough wide residential and business car parking scheme together with communal car charging points to free up road space, reduce inappropriate parking on pavements and optimise travel.

Policy HKTP1 – Safe, Accessible, Joined Up Pedestrian Routes to Encourage Walking






- I. Where possible all significant developments should deliver improvements to walking routes that result in good connectivity between new and existing pedestrian routes, to encourage walking as a first option. The emphasis should be on safe and unobstructed pedestrian routes to key services particularly schools, health care, railway stations, bus stops, local employment, shops and leisure facilities.
- II. S106 contributions collected under the provisions of Policy TRA1 of the East Herts District Plan could contribute towards the following priorities:
 -  Rush Green Pedestrian Improvements including improved methods of crossing to Presdales, Middleton and Pinewood Schools
 -  An improved off road route to Simon Balle School
 -  Repaving and widening of existing pavements throughout Kingsmead particularly on roads with high foot traffic
 -  Improved recreational routes through the meads
- III. New pedestrian routes should ideally be separated from other traffic, including bicycles, either physically or with road markings. Routes should be suitable for those with pushchairs, wheelchairs or other mobility aids providing dropped kerbs at natural crossing points
- IV. Development proposals should include clear strategies for:
 - a. making it possible, easier and safer for children to walk to local schools
 - b. ongoing maintenance of new routes to ensure they are fully accessible and not obstructed
- V. Residents with reduced mobility and visual impairment should be invited to contribute to the design of new pedestrian routes.
- VI. Development proposals that include safe crossing points for pedestrians; traffic calming measures to reduce vehicle speeds; minimising of unnecessary road and pavement gradients; level/even pavements, and widening of pavements, will be supported when consistent with other policies in this Plan.





Policy HKTP2 - Safe, Accessible, Joined Up Cycle Routes to Encourage Cycling

- I. Development proposals should contribute to the establishment, enhancement, and improved connectivity of cycle routes into, out of, and through the Neighbourhood Plan Area.
- II. S106 contributions collected under the provisions of Policy TRA1 of the East Herts District Plan could contribute towards the following priorities:
 -  Provision of an off road/cycle friendly road cycle route from Kingsmead to Presdales, Middleton and Pinewood Schools
 -  Improved commuter cycle route from Kingsmead to Ware along Ware Road
 -  Provision of an off road cycle way from Kingsmead to Sustrans Route 61
 -  Provision of an off road/cycle friendly road cycle route to Simon Balle School
 -  Connection to existing bridleways at Balls Park
- III. New cycle routes should ideally be separated from other traffic, including pedestrians, either physically or with road markings.
- IV. Development proposals should include clear strategies for:
 -  making it possible, easier and safer for children to cycle to local schools
 -  ongoing maintenance of new routes to ensure they are fully accessible and not obstructed
 -  cycle training courses for children and adults
- V. Development proposals that include segregated cycle paths and the on-site provision of electric bikes, cycle hire, secure cycle storage of at least one bike per potential occupant and bike club schemes, will be supported if they are consistent with other policies in this Plan.

Policy HKTP3 - Public Transport

- I. Where possible and appropriate major new residential development should be capable of being served by local public transport services which should complement the provision of safe walking and cycling routes.
- II. Travel Plans should include information on local public transport and, where feasible, incentives to use public transport eg. travel vouchers. The overall aim should be to facilitate behavioural change and reduce pollution.
- III. S106 contributions collected under the provisions of Policy TRA1 of the East Herts District Plan could contribute towards the following priorities:
 -  Provision of on demand bus services
 -  Provision of low cost bus or other public transport from existing and new developments to schools at appropriate times
 -  Extension and/or improvement of public transport services
 -  Provision of community transport solutions
 -  Implementation of innovative travel solutions such as bicycle or electric scooter hire at strategic places within Kingsmead

Policy HKTP4 – Parking

- I. Proposals to increase off-street car parking provision in areas with insufficient residents' parking will be supported when consistent with other policies in the Neighbourhood Plan.
- II. S106 contributions collected under the provisions of Policy TRA1 of the East Herts District Plan could contribute towards the following priorities:
 -  New Residents Parking Zones or extensions/improvements to existing schemes.
 -  Provision of electric car charging points in car parks or on street
- III. Development proposals resulting in the loss of residential garages will not be supported unless space is available within the property's boundary to provide a replacement space, to meet East Herts District Council's parking standards and other policies within this Plan
- IV. New homes should be supplied with an appropriate level of safe, covered cycle parking.
- V. Provision of electric car charging points in car parks and other developments will be supported.

Policy HKTP5 - Traffic Congestion and Road Safety




- I. Development proposals of 10 or more dwellings should be accompanied by a transport assessment proportional to the scale of the development. Smaller developments may also require a transport assessment in accordance with current planning practice guidance. Transport assessments for significant developments should demonstrate predicted levels of generated vehicular traffic and the impact of this on traffic congestion. Solutions should not only mitigate impact but improve congestion and road and pavement safety, particularly for pedestrians and cyclists. S106 agreements could contribute towards the cost of road safety improvement measures.
- II. Development proposals that include sustainable measures such as car club provision and the installation of electric car charging points will be supported if they are consistent with other Policies in this Plan.
- III. Development proposals for new schools or school extensions should include school travel plans that promote sustainable transport choices and reduce school-gate congestion. Community involvement in the management of travel plans will be encouraged.

Sustainable Commercial Growth

There are more than 100 businesses in Hertford Kingsmead Ward, mainly located in the four business areas of Mead Lane Industrial Estate, Dicker Mill, Windsor Industrial Estate, Tamworth Road Industrial Estate and Foxholes Business Park. There are also a number of business operating out of private homes plus the two shops and the Meadside Garage which was in development at the time of writing.

Dicker Mill Industrial Estate is a development of industrial and commercial units housing a diverse range of mainly independent businesses. There are 16 companies including Krav Maga Elite (self defence and fitness company), Talisman Gymnasium and Direct Mobility Hire (mobility equipment for rent or hire) as well as a number of garages and companies selling car parts providing invaluable services to the local community. Dicker Mill is a vibrant neighbourhood housing some unique, independent businesses and is extremely important for the greater community. Concern has been expressed at the potential loss of employment in this area coupled with some interesting buildings due to the gradual conversion of Dicker Mill to housing; losing an environment that is unique in Hertford. Designating Dicker Mill as an employment area will assist in maintaining a mix of uses within the Kingsmead Ward.

Relevant Objectives for this section include:


-  Provide services, employment and housing in navigable clusters for new developments in line with the principles of the 20 minute neighbourhood
-  Retain / attract small business ventures wherever practicably possible to promote a mixture of use and reduce commuting
-  Enable Kingsmead Residents to live more sustainable lifestyles

Policy HKBD1 – Support of Business Development


- I. Sustainable proposals for the development and/or redevelopment of business premises will be supported when they provide one or more of the following:
 - a. Provide enhanced employment opportunities.
 - b. Demonstrate sustainable options for long-term business use.
 - c. Provide new or enhanced community facilities that meet an identified need, and economic benefit to the local community.
 - d. For Dicker Mill retention of business use would be preferred but the inclusion of leisure facilities and/or a marina for alternative housing would be supported.
 - e. For Foxholes Business Park retention of business use is preferred.
- II. Proposals should:
 - a. Be designed to be in keeping with and complement the surrounding landscape and nearby buildings.
 - b. Enhance and complement the appearance and aesthetics of the existing building/s
 - c. Mitigate the impact of development on the occupants of nearby residential and business premises.
 - d. Be consistent with other policies in the Neighbourhood Plan.
- III. Inclusion of mixed use live/work, shops or restaurants within developments is encouraged.
- IV. Dicker Mill is designated as an Employment Area

This consultation is open **from midnight, 7th November 2021 to midnight, 20th December 2021**

You can respond in the following ways:

-  Please complete it online as this reduces the work for our volunteers on retyping and assists with collation of the information so if you can please complete at:

<https://www.surveymonkey.co.uk/r/KNPdraftplan>

-  If you are unable to complete on line then paper copies can be returned by hand: Hertford Town & Tourist Information Centre, 10-12 The Wash or by Post: Lara Downes, Hertford Town Council, The Castle, Hertford, Herts SG14 1HR

All responses received by **midnight on 20th December 2021** will be considered and may be used to amend the Pre-Submission Kingsmead Neighbourhood Plan

The full Neighbourhood Plan is available to download on our webpage at:

<https://www.knp Hertford.org/forum/knp-news-and-updates/>

Hard copies of the plan are available at:

-  The Hertford Tourist Information Centre, 10-12 The Wash, Hertford SG14 1PX

-  Hertford Library, Dolphin Yd, 10 Maidenhead St, Hertford SG14 1DR

If you have any questions about the Neighbourhood Plan or would like to discuss it with members of the Working Groups please come along to a drop in event at **Pinehurst Community Centre, 7 Birdie Way, Hertford SG13 7SX** on **27th November 2021 from 1400 to 1700**.

This section must be completed in full for your response to be counted and considered. Responses will be available for public inspection.

NAME	
ADDRESS (including post code)	
Are you a resident in Kingsmead?	Yes/No
If you are not a resident please state the name of your company, client or organisation	

Instructions: If you are commenting on a policy, please quote the policy number and title e.g. Policy HKTP4 – Parking. If you are commenting on other aspects of the full Neighbourhood Plan, please quote the paragraph, page number or appendix. Please use continuation sheets if needed

Policy/Para/Page/Appendix	Comments



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