

Hertsmere Local Plan

Development Plan Document

Elstree Way Corridor Area Action Plan

Public Consultation Report

January 2014



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1. Process of consultation and engagement

Background

- 1.1 The council has made a commitment within the adopted Local Plan Core Strategy (January 2013) to produce an Area Action Plan (AAP) for the residential-led redevelopment of the Elstree Way Corridor (EWC), Borehamwood. The AAP will help deliver development in a co-ordinated way and provide a degree of certainty for both landowners and developers through the setting out of clear planning guidance.
- 1.2 The overall purpose of the AAP is to establish the basis for shaping the redevelopment of the area and to ensure that the wider public realm and highways improvements come forward. Proposals are framed to respond to the needs of existing and future communities and plan for housing growth to 2027.
- 1.3 The document will form part of the new Local Plan for Hertsmere (when formally adopted) which is consistent and conforms with the Hertsmere Core Strategy (over-arching Borough wide spatial strategy). The document should be read in conjunction with other planning policy documents. It will provide planning policy, and allocate uses for certain sites. It has been prepared in accordance with the Town and Country Planning (Local Development) (England) Regulations 2012.
- 1.4 This document outlines how Hertsmere Borough Council has engaged the local community and other stakeholders in the preparation of the Elstree Way Corridor AAP. Under the regulations, this statement is required to set out:
 - which bodies and persons were invited to make representations under regulation 18;
 - how those bodies and persons were invited to make representations under regulation 18;
 - a summary of the main issues raised by the representations made pursuant to regulation 18; and,
 - how any representations made pursuant to regulation 18 have been taken into account.
- 1.5 This statement is supported by a comprehensive set of appendices, which supply further details of each consultation response. Figure 1 below outlines the principle stages undertaken in the preparation of the Elstree Way Corridor AAP.

Figure 1 - Stages in the preparation of the AAP

| Description | Date: |
|--|---|
| Preparation of plan (Regulation 18) Public consultation of AAP (6 weeks) | 7 th Jan 2013 – 18 th February 2013 |
| Publication of a plan (Regulation 19) Revisions to AAP and SA in response to consultation July 2013 Publish AAP and invite representations on the 'soundness' of the plan (6 weeks) | March 2014 |
| Submission to the Secretary of State (Regulation 22) | Spring 2014 |
| Independent examination (Regulation 23-24) | Summer/ Autumn 2014 |
| Publication of the recommendations (Regulation 25) | Winter 2014 |
| Adoption of plan (Regulation 26) | Winter 2014 |

Bodies and persons invited to make representations

- 1.6 A list of the bodies and groups invited to make representations on the Elstree Way Corridor AAP is included as Appendix 1.

Structure of consultation (Regulation 18 consultation)

- 1.7 At its meeting on 12th December 2012 the Executive approved the draft AAP for public consultation and for interim development control purposes in the determination of all planning applications registered on or after 13th December 2012.
- 1.8 Copies of the AAP and supporting documentation (Sustainability Appraisal, and Transport Statement) were made available for inspection at all Council locations listed below in Appendix 2. A small exhibition was held in the reception area of the Civic Offices, Borehamwood during the consultation period.
- 1.9 Residents and businesses within the AAP boundary and immediately adjacent to the area were informed of the consultation procedure and will be invited to make representations. A letter and leaflet was sent to over 500 residents and businesses within the AAP area and immediate adjacent area. Appendix 1 illustrates the consultation catchment.
- 1.10 Specific Consultees as listed in Appendix 1 were sent a copy of the Area Action Plan and supporting documentation (Sustainability Appraisal, and Transport Statement) and are invited to make representations. General consultees as deemed appropriate by the Local Planning Authority were informed of the consultation procedure and will be invited to make representations. Details of those bodies defined as general consultees are outlined in Appendix 1.

- 1.11 Two drop-in sessions were held at the Civic Offices, Borehamwood. The first on Thursday 24 January (1pm – 6pm) and the second on Wednesday 30 January (5pm – 8pm).
- 1.12 Electronic copies of the following documents were made available on Hertsmere's website at the location www.hertsmere.gov.uk/planning:
- Consultation Statement
 - The draft Area Action Plan
 - The supporting information to the Area Action Plan (Sustainability Appraisal and Transport Statement).
 - A copy of the consultation leaflet.
 - A notice outlining where representation can be submitted to (letter and email) and by which date they must be received.
 - The address of the inspection points (including the Civic Offices as the principal office) where hard copies of the documents can be viewed.
- 1.13 A statement was placed in the Borehamwood Times on Friday 4 January 2013 outlining the representations procedure and details of the places and times where the submission documents can be inspected.
- 1.14 All elected Members were sent a copy of the draft Area Action Plan and details of the public consultation.

Elstree Way Corridor Public Meeting

- 1.15 In addition to the public consultation (Regulation 18) a public meeting took place on 30 October 2013 to enable the council to share information and listen to public opinion on the emerging AAP. Two separate meetings were held at the Civic Offices in Borehamwood in the evening so that as many people could attend as possible, the first from 5.30pm to 7pm and the second from 8pm to 9.30pm. The meeting was also webcast live so that people could watch at home or at a later date.
- 1.16 Letters were sent to around 1,000 residents and businesses in and around the Elstree Way Corridor regarding the public meetings and approximately 140 people attended over the two sessions. See appendix 6 for details of the consultation and links to the webcast meetings.

2. Summary of issues raised and Council responses

- 2.1 This section sets out a summary of the issues raised during consultation on the AAP. The consultation period ran from 7th January 2013 to 18th February 2013. The duration of the consultation period was in accordance with the requirements under the Town and Country Planning (Local Planning) (England) Regulations 2012 and with Hertsmere Borough Council's Statement of Community Involvement (SCI, 2006).
- 2.2 The draft AAP was published for consultation in January 2013. In total 29 representations were received during the consultation period. This included representations from local residents and community groups (19); developers (2); and specific consultees (8), including Hertfordshire County Council, Elstree & Borehamwood Town Council, and Hertswood School.
- 2.3 Following the public meetings in October 2013 a further one formal representation was received from a local resident. The council is however aware that there were a series of comments made in relation to Elstree Way Corridor proposals on Facebook and Twitter (including the Borehamwood Residents Association Facebook page), and in response to articles on the Borehamwood Times website.
- 2.4 The following table summarise the main themes raised, together with initial officer comments as shown in italics.

Theme One: Objection to the principle of the area's redevelopment

The principle of the area's residential-led redevelopment was established within the Local Plan Core Strategy, this was subject to borough wide public consultation and Examination in Public in May 2012.

Theme Two: Seeking assurances on the retention of Maxwell Park Community Centre and Winn Everett Guide Headquarters

The future development of any site is a landowner decision, the AAP provides guidance for sites should they be brought forward for redevelopment. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities. The AAP emphasises that the Council would prefer for an alternative site to be found for a new primary school and although not stated in the AAP, it is understood that there may be scope for a new primary school to be located next to a new single site Hertswood Academy.

Theme Three: Regarding the availability of and planned provision of infrastructure to support the level of development proposed, including education, transport and health.

The County Council is the Local Education Authority and has statutory responsibility for the provision of education services. It has a duty to ensure that there are sufficient school places to meet the needs of the population. The County Council will seek developer contributions towards additional education capacity required as a result of development within the Corridor. Additionally, a site for 2 Form Entry Primary School has been allocated within the submission draft of the AAP. The council will also work with other service providers including the Clinical Commissioning Groups (CCGs) to ensure provision of services. To support the level of growth envisaged within the EWC, three potential locations for a new health facility have been identified within the EWC. A highway scheme to facilitate the level of development proposed has been prepared details of which will be within the submission draft AAP.

Theme Four: Highway congestion resulting from development.

A highway scheme to facilitate the level of development has been prepared and will be part of the submission draft of the AAP. The draft AAP included the removal of the roundabouts as an aspiration. Detailed traffic modeling of the proposed scheme demonstrates that based on a maximum level of development, in the year 2026, journeys times westbound on Elstree Way would be above desired levels at certain hours of the day. West to east journeys from the beginning of Elstree Way to the far end of Shenley Road could take an addition four to five minutes, and may also result in re-routing/'rat-running' of traffic onto alternative routes. Given that this is unlikely to be an acceptable outcome for the local community, a more modest highway scheme focusing principally on limited pedestrian crossing and cycle improvements between the Corridor and the town centre without the removal of the roundabouts will be prepared and included within the AAP.

Theme Five: The ability of the sites to deliver the level of development envisaged based upon the development principles (including heights and densities).

The development principles and site assumptions are based on analysis of live scheme coming forward within the Corridor and recent development elsewhere. The development principles originating from the Colin Buchanan masterplan (2010) have been refined as the plan has evolved.

Theme Six: The extent and scope of the public consultation.

The public consultation was in accordance with the Regulations for the preparation of a Planning Document.

3. Substantive changes within the submission draft

Reserve sites for a Primary School and Health Facility

- 3.1 The Core Strategy recognises that additional dwellings will put pressure on existing healthcare, schools and utilities. In its representation Hertfordshire County Council (HCC) requested that a site for a 2 Form Entry (FE) Primary School be allocated within the Corridor or immediate area to support the level of growth proposed within the Corridor. Following discussions with HCC, the Maxwell Park / Community Centre / Winn Everett Guide HQ area has been identified as a preferred option for the allocation. HCC has commissioned an initial feasibility study which demonstrates that the site would be suitable for a primary school.
- 3.2 It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities. There is no requirement, in planning terms, to insist upon the actual, physical retention of existing community buildings if those uses can be appropriately reprovided in a single or multi-use community building (on or offsite). The AAP emphasises that the Council would prefer for an alternative site to be found for a new primary school and although not stated in the AAP, it is understood that there *may* be scope for a new primary school to be located next to a new single site Hertswood Academy. However, HCC have advised that they would object to the AAP, on the grounds of a lack of supporting infrastructure, if provision is not shown for education facilities.
- 3.3 Officers have met with representatives from the Herts Valley Clinical Commissioning Group (CCG). The CCG incorporates the geographical area of Borehamwood and operates through a Board which has representation from each practice. Evidence available to the Council has demonstrated that while there are disparities between individual practices, based on the current population there is *currently* GP capacity within Borehamwood. To support the level of growth envisaged within the EWC, three potential locations for a new health facility have been identified within the EWC.
- 3.4 The first preference would be for the land at the front of the former Oaklands College site to be set aside for this use; the original proposal by Taylor Wimpey/Oaklands College sought the retention of this land for a smaller education facility but this is now unlikely to proceed. However, the Council's planning policies would require alternative community facilities to be considered in this location before (as has been sought by Taylor Wimpey) the land can be developed for housing. The second site option would be the site of the current cluster of single storey buildings (library, health clinic, nursery) which is being considered for a relocated ambulance station but could potentially accommodate a new health facility. Finally, a reserve site has been identified to the north east of the Civic Offices and is in the ownership of the Council. This would option would only be considered if (a) a need for a healthcare facility

was demonstrated by the CGG and (b) either of the first two sites did not come forward.

Enlargement of the AAP Boundary

- 3.5 Representations on behalf of developer Taylor Wimpey, together with a series of approaches to the Planning Department, indicate that a number of sites along Manor Way are likely to come forward for redevelopment. The introduction of the National Planning Policy Framework (NPPF, 2012) has made it harder to resist speculative applications to convert or redevelop vacate office and industrial units to residential. Given the likelihood of the area being redeveloped, together with new permitted development rights which allow change of use from offices to residential without Planning Permission. It is considered appropriate to include this area within the EWC so that a series of parameters can be set to guide any development of these sites. Within the AAP it is proposed that the Manor Way area be residential development, of between 50-80 dwellings per hectares (as opposed to 150-180 on sites fronting Elstree Way), and be of no more than 2.5 storeys in height to respect the residents on Bullhead Road.

Proposed Highway works

- 3.6 The Colin Buchanan masterplan included an aspiration to remove both the Shenley Road and Tesco roundabouts and the replacement with signalised junctions. Consultants AECOM were appointed by the Council to design and cost a highway scheme to facilitate the level of development proposed and based on the principle of improving connectivity between the town centre and the Corridor. The draft AAP included the removal of the roundabouts as an aspiration. Detailed traffic modeling of the proposed scheme demonstrates that based on a maximum level of development, in the year 2026, journeys times westbound on Elstree Way would be above desired levels at certain hours of the day. West to east journeys from the beginning of Elstree Way to the far end of Shenley Road could take an addition four to five minutes, and may also result in re-routing/'rat-running' of traffic onto alternative routes. Given that this is unlikely to be an acceptable outcome for the local community, a more modest highway scheme focusing principally on limited pedestrian crossing and cycle improvements between the Corridor and the town centre without the removal of the roundabouts will be prepared and included within the AAP.
- 3.7 The costs of the works are to be met through developer contributions. As has been reported to the Management Board as part of the preparation of the Community Infrastructure Levy (CIL), it is considered that S106 as opposed to CIL is the best mechanism to secure the developer contributions. S106 will ensure a legal link is made between development and the provision of infrastructure.

Appendix 1: List of consultees, organisations and persons notified at the Regulation 18 Stage

List of Specific Consultees

| |
|---|
| Affinity Water |
| Aldenham Parish Council |
| BAA Airports |
| Barnet London Borough |
| County Architectural Liaison |
| Defence Estates |
| Department for Transport |
| Elstree & Borehamwood Town Council |
| English Heritage, East of England Region |
| Environment Agency |
| Homes and Community Agency (HCA) |
| HCC County Development Unit |
| HCC Director of Environment |
| HCC Environment Department |
| HCC Estates and Asset Management |
| HCC Fire & Rescue Service |
| HCC Highway Authority |
| HCC Highways |
| HCC Property |
| Hertfordshire Partnerships NHS Foundation Trust |
| Highways Agency |
| London Borough of Barnet |
| London Borough of Enfield |
| London Borough of Harrow |
| National Trust |
| Nationalgrid Property |
| Natural England (Consultations) |
| Natural England (Countryside Agency, EofE Region) |
| Network Rail (Town Planning) |
| NHS Hertfordshire |
| Police and Crime Commissioner for Hertfordshire |
| Shenley Parish Council |
| Sport England (East Region) |
| St Albans City & District Council |
| The Forestry Commission |
| The Planning Inspectorate |
| Three Rivers District Council |
| Transco - North London Ldz |
| Watford Borough Council |
| Welwyn Hatfield District Council |

List of General Consultees

| |
|--|
| Armstrong Rigg |
| Barratt Homes Limited, North London Division |
| Bellway Homes Ltd. |
| Boyer Planning |
| Cardif Pinnacle PLC |
| CPRE Hertfordshire |
| DTZ Planning & Development |
| Hightown Praetorian & Churches Housing Association |
| Jones Lang LaSalle |
| Savills |
| Taylor Wimpey North Thames |
| Tesco Stores Ltd |
| The Elstree University Technical College |

Plan to show the broad extent of direct consultation. Over 500 letters sent out to addresses within this areas, including multiple occipier buildings.



Appendix 2: Deposit Points and Opening Times

Civic Offices, Elstree Way, Borehamwood, WD6 1WA

Monday – Thursday: 8:30 – 17:15

Friday: 8:30 – 17:00

Council Offices, Wylllyotts Centre, Wylllyott, Place, Darkes Lane, Potters Bar, EN6 2HN

9.30am and 2pm on Tuesdays, Wednesdays and Thursdays

Council Offices, The Bushey Centre, High Street, Bushey, WD23 1TT

9.30am and 2pm on Tuesdays, Wednesdays and Thursdays

Aldenham Parish Council, Radlett Centre, 1 Aldenham Avenue, Radlett, WD7 8HL

Monday - Friday: 09.00-16.00

Borehamwood Library, Elstree Way, Borehamwood, WD6 1JX

Monday & Wednesday: 09.00 - 19.00

Tuesday: 14.00 - 19.00

Thursday: 11.00 - 19.00

Saturday: 09.00 - 16.00

Friday and Sunday: Closed

Bushey Library, Sparrows Herne, Bushey, WD23 1FA

Monday & Wednesday: 14.00 - 18.00

Tuesday & Friday: 09.00 - 18.00

Thursday & Sunday: Closed

Saturday: 09.00 - 16.00

Oakmere Library, High Street, Potters Bar, EN6 5BZ

Monday & Wednesday: 09.00 - 18.00

Tuesday & Friday: 14.00 - 18.00

Thursday & Sunday: Closed

Saturday: 09.00 - 16.00

Radlett Library, 1 Aldenham Avenue, Radlett, WD7 8HL

Monday & Thursday: 14.00 - 18.00

Tuesday & Friday: 09.00 - 18.00

Saturday: 09.00 - 16.00

Wednesday & Sunday: Closed

Appendix 3: Who responded and number of representations received

30 consultation responses were received to the draft Elstree Way Corridor AAP - six representing statutory bodies; two from the development industry; 21 from local individuals; and one from an adjoining local authority. The table below provides a full list of the respondents. The individual comments made, the Council's detailed consideration and response to these by the Council is provided in the Table at **Appendix 4**.

List of Respondents to the Elstree Way Corridor Public Consultation

Responses received during the public consultation

| REP | Respondent |
|-----|---|
| 1 | Borehamwood Resident |
| 2 | Borehamwood Resident |
| 3 | Borehamwood Resident |
| 4 | Hertfordshire Constabulary |
| 5 | Armstrong Rigg (on behalf of Taylor Wimpy) |
| 6 | Heronlsea Group |
| 7 | Borehamwood Resident |
| 8 | Borehamwood Resident |
| 9 | Three Rivers District Council |
| 10 | 5th Borehamwood Brownies and Guides |
| 11 | Borehamwood Resident |
| 12 | 5th Borehamwood Brownies and Guides (District Commissioner) |
| 13 | Borehamwood Resident |
| 14 | Borehamwood Resident |
| 15 | Hertfordshire County Council |
| 16 | Borehamwood Resident |
| 17 | The Aldenham Country Park Trust Limited |
| 18 | Hertswood Academy |
| 19 | Elstree & Borehamwood Town Council |
| 20 | Borehamwood Resident |
| 21 | Borehamwood Resident |
| 22 | Borehamwood Resident |
| 23 | Sport England |
| 24 | Borehamwood Resident |
| 25 | Borehamwood Resident |
| 26 | Highway Agency |
| 27 | Historic Environment Planning Adviser, East of England |
| 28 | Borehamwood Resident |
| 29 | Borehamwood Resident |

Responses received following the public meeting

| | |
|----|----------------------|
| 30 | Borehamwood Resident |
|----|----------------------|

Appendix 4 - Individual Comments Received and the Council's Response

The comments received during the public consultation are outlined below. Of the 30 responses 7 used the response form to structure the comments while 23 were via email or letter. Section A details the responses received using the Response form and Section B includes all other responses.

Section A

The following responses were received using the Response form to structure the responses.

Question 1

We have set out a boundary for the Elstree Way Corridor in the AAP which extends from the Tesco roundabout on Shenley Road to the double roundabouts on Elstree Way. Are there any additional areas you think should be added? (The boundary is illustrated on page 5 of the AAP and within the consultation leaflet)

Question 2

Our vision is for the redevelopment of the Elstree Way Corridor and improvements to the area's connections with the town centre. Do you agree with the vision and objectives for the Elstree Way Corridor AAP? (The vision and objectives are outlined on page 4 of the AAP, and also summarised in the consultation leaflet.)

Question 3

The AAP seeks the redevelopment of the Elstree Way Corridor in a coordinated and managed way based upon a set General Development Principles. What do you feel about these? (The Development Principles are outlined on pages 6 and 7 of the AAP)

Question 4

The AAP sets out a series of design principles to guide new development within the Elstree Way Corridor, these include guidance on building heights, layout and parking requirements. Do you agree with the design strategy proposals within the AAP? (The Design Principles are outlined on pages 16–22 in the AAP)

Question 5

The AAP seeks highway and connectivity improvements as part of the area's redevelopment. This is set to include improvements for pedestrian and cycle movement, signalling of junctions and the possible removal of Shenley roundabout and replacement as a signalised junction. Do you agree with the initial proposals? (Further details on the initial proposals are outlined on pages 13-15 of the AAP).

Question 6

Is there anything else you think should be included in the AAP? or do you have any other comments?

| ID | Comment Received | Council Response |
|----|--|--|
| 1 | Q1: Should the AAP boundary be extended? No | <i>Comments noted. A highway scheme to facilitate the level of development proposed has been prepared and forms part of the submission draft of the AAP.</i> |
| | Q2: Do you agree with the Vision and objectives Disagree. We don't have the capacity – the roads are now almost permanently blocked and gridlocked within 15 minutes in the snow. | |
| | Q3: Do you agree with the General Development Principles No option selected. I've only seen the consultation leaflet but I'm always wary of official speak – and I'm not a luddite. | |
| | Q4: Do you agree with the Design Principles Not sure. | |
| | Q5: Do you agree with the Highway Proposals Disagree. Forget cycle paths - I've never seen one used. The Shenley roundabout is already choked with traffic. Making it a 'signalised' junction – I assume that stands for adding traffic lights – would only add to the congestion. | |
| | Q6: Other comments No. | |
| 2 | Q1: Should the AAP boundary be extended? No | <i>Comments noted. Hertswood School is outside of the AAP boundary. The AAP does not propose to build on the School Playing Fields. The car parking standards are in response to the sustainable location of the Corridor in relation to the town centre and public transport connections.</i> |
| | Q2: Do you agree with the Vision and objectives Disagree | |
| | Q3: Do you agree with the General Development Principles Disagree | |
| | Q4: Do you agree with the Design Principles Disagree. I object to part of Hertswood School playing fields being used for housing development and the parking allocations are ridiculous. In a one bed flat, you could have 2 adults with a car each. Drive around Studio Way, the re-developed area in between Tempsford Avenue and Balmoral Drive, Horses Home and look at how bad the parking is in these areas. Planners need to be more realistic. | |
| | Q5: Do you agree with the Highway Proposals Disagree. Put traffic signals on the Shenley roundabout rather than remove it. | |
| | Q6: Other comments Where will the additional schools be built to accommodate all the children that will occupy these 2 bed flats, 3 and four bed houses? I understand that we need more housing but you all live in another world and need to be more realistic in your outlook. You'll build high density, box like housing, not much space between them | |

| ID | Comment Received | Council Response |
|----|--|--|
| | <p>and very limited parking. It will be a mess.</p> <p>One thing that does blight the High Street is the chaos at the station end of the high street. Something needs to be done with the roundabout at the station, it is very dangerous and causes traffic problems most of the time.</p> | |
| 3 | <p>Q1: Should the AAP boundary be extended? No response.</p> | <p><i>The draft AAP included the removal of the roundabouts as an aspiration. Detailed traffic modeling has shown that west to east journeys from the beginning of Elstree Way to the far end of Shenley Road could take an addition four to five minutes, and may also result in re-routing/'rat-running' of traffic onto alternative routes. Given that this is unlikely to be an acceptable outcome for the local community, a more modest highway scheme focusing principally on limited pedestrian crossing and cycle improvements between the Corridor and the town centre without the removal of the roundabouts will be prepared and included within the AAP.</i></p> <p><i>96 Shenley Road – Borehamwood Community Complex is be a multipurpose community building comprising a library, youth services area, museum and multipurpose community rooms, the facility opened in November 2013.</i></p> <p><i>It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i></p> <p><i>The Venue Leisure Centre offering a range of leisure activities including swimming is within the Elstree Way Corridor. An Infrastructure Summary will be prepared to support the AAP. This will build on the extensive</i></p> |
| | <p>Q2: Do you agree with the Vision and objectives Disagree</p> | |
| | <p>Q3: Do you agree with the General Development Principles Agree with some</p> | |
| | <p>Q4: Do you agree with the Design Principles No response.</p> | |
| | <p>Q5: Do you agree with the Highway Proposals Disagree. Roundabouts keep the traffic moving especially in rush hour times. Tesco will be blocked with signals. Most traffic stops around Tescos because of people going over the crossing areas. Signals will stop the traffic from moving freely.</p> | |
| | <p>Q6: Other comments You are going to knock down Maxwell Hall. All the groups will not fit into the new village hall. Potters Bar and Bushey have Sports Centre where we have a sport centre we have a hotel. Hertsmere does not care about Hertswood Sport Centre. You talk about leisure facilities in this booklet, but all you are doing is taking a leisure facility away and moving more people into the area. They Village Hall should have been built on Maxwell Park which would have parking spaces and a bigger building. Maxwell Hall is well used by the people of Borehamwood and Elstree. To be taken away by a block of flats when the new people come to live here and ask about leisure they can be told that it folded up when Maxwell community hall was closed down</p> | |

| ID | Comment Received | Council Response |
|----|---|--|
| | | <i>Infrastructure Planning evidence base which supported the Core Strategy.</i> |
| 4 | Q1: Should the AAP boundary be extended? No Comment. | <i>Comments noted. As outlined in the CIL Draft Charging Schedule it is considered that the most suitable means of securing the enabling infrastructure is through S106 agreement. The AAP is subservient to the adopted Core Strategy. Policy CS22 'Securing a high quality and accessible environment' requires all development be planned with the principles of crime prevention and community safety.</i> |
| | Q2: Do you agree with the Vision and objectives Broadly agree overall vision subject to comments in attached statement. | |
| | Q3: Do you agree with the General Development Principles Agree with objectives but do not consider the AAP will be able to achieve coordinated redevelopment due to lack of flexibility in development criteria, as commented on in attached statement. | |
| | Q4: Do you agree with the Design Principles We are pleased that reference is made to secure by design issues. Further comments on this are contained in the attached statement. | |
| | Q5: Do you agree with the Highway Proposals Infrastructure improvements are an essential part of effective policing. We have previously commented on this issue as part of the consultation procedure for the CIL Charging Schedule. | |
| | Q6: Other comments No Response | |
| | <p>Attached statement.</p> <p>The following comments are made in the context of the Police and Crime Commissioner for Hertfordshire being a landowner, and Stakeholder with the local authority in seeking to encourage future development that secures agreed community objectives. Whilst supportive of the Plan, it is considered that the policies should be revised to ensure that landowners are fully able to participate in the redevelopment of this area. Overall, the concern is that the Plan may not be taking full advantage of its historic profile, and not encouraging as wide a range of development that may be possible. This is likely to adversely impact on land values and could delay the release of privately held sites that will be central to realising the objectives of the Plan.</p> <p>1. Core Strategy CS22. We have commented separately on the need for</p> | |

| ID | Comment Received | Council Response |
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| | <p>development related CIL payments and note that you have published a draft charging schedule. Whilst this has been the subject of a viability assessment we are concerned that it will not encourage developers to come forward with innovative schemes for the area, and that higher density development would enable greater flexibility with regard to the level of individual developer contributions, and encourage schemes to come forward more quickly than might otherwise happen.</p> <p>2. Strategic Vision. We note that the EWC is to provide for 800 residential units, and that, 'development will be of the scale, height and quality to denote the importance of the area...'. Given that the intention is to promote a variety of tenures we consider that the AAP objectives would be better served by a higher density which will enable prospective developers to promote a wider range of viable schemes than will otherwise be the case. High density development in this location would be sustainable through support for local businesses generated by the resident population and reduced dependence on the car. The EWC is we believe capable of satisfying a greater proportion of the local authorities projected housing growth, and would support the district wide objectives of protecting Green Belt land by relieving pressure for land release.</p> <p>3. EWC2 Comprehensive Development. Land assembly by developers will be critical to the realisation of the Plan objectives. We are not sure how holding costs are reflected in the CIL viability assessment but again would encourage greater flexibility in terms of development density than is proposed in order that schemes can properly take account of market requirements and development costs.</p> <p>4. Table 1 Development density by Zone. The approach to the EWC is to be commended. However, it is considered that the density ranges are overly cautious and conservative, and that they could be significantly increased, with the highest being a minimum of 250— 300 dph, rather than the 180dph as the highest proposed. Work by Urban Initiative, Llewellyn Davies and others, has indicated that in similar metropolitan areas the introduction of a far wider range of densities will enable developers to put forward exemplar schemes rather than projects which struggle to secure profitability and which will result in a standardised mediocre development in the EWC.</p> | |

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| | <p>5. EWC4 Housing Mix. The policies of the AAP are restrictive and likely to result in a monotone development both in terms of appearance, house unit size and social structure.</p> <p>6. EWC5 Supporting Community Structures. The AAP rightly seeks to encourage a range of appropriate community services. It is considered, however, that the overall Vision is too restrictive and likely to promote only a limited range of support facilities which will prove difficult to sustain because of the absence of a critical mass, and which could place demands for a level of public sector financial support that will not be available. Given the potential for housing growth in the district and the difficulty of preserving Green Belt land we would consider that the local authority should revise their density figures for the EWC and ensure these are increased accordingly.</p> <p>7. EWC7 Design. Good design can only be secured at a price, and without developments having sufficient scope to be viable it is unlikely that the EWC will produce a sustainable and high quality development.</p> <p>In addition to the above comments, it is welcomed that the AAP includes references to the need for developments to incorporate design features that will enhance property security.</p> <p>8. We are pleased to see Policy EWC1 refers to designs and layouts which minimise the opportunity for crime and more so to see under Para 6.38 that developers are being instructed to look towards 'Secured by Design', to design out crime in all development schemes. We would not object to Safety and Security being a Policy i.e. EWC10 Safety and Security.</p> <p>In addition to what has been included in the AAP, we would be pleased to advise developers on the design of secured car parks, and would be able to provide advice and assessment for the Park Mark scheme operated on behalf of the Association of Chief Police Officers by the British Parking Association.</p> <p>We further note your intention to undertake monitoring of development and would be pleased to provide data relating to the numbers of individual properties which have</p> | |

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| | <p>been accredited to Secured by Design in a calendar year. We can also provide similar data for car parks that have the Park Mark accreditation.</p> <p>We welcome the opportunity to comment on the local authorities proposals and would be pleased to discuss any of the above points further as the Plan progresses.</p> | |
| 5 | <p>Q1: Should the AAP boundary be extended?</p> <p>Yes. In general terms, we support the proposed boundary for the Elstree Way Corridor (EWC), in particular the proposed inclusion of the Gemini House and Studio Plaza sites. We do consider however that some changes should be made to the boundaries of both the Identified Opportunity Area (IOA) and the Elstree Way Corridor to accurately reflect the position on the ground and other opportunities which exist and could make a valuable contribution towards meeting the aspirations for the Corridor. Indeed, there are other suitable, available and deliverable sites that should be included to maximise the prospects of the Strategic Vision being achieved.</p> <p>These are as follows:</p> <ul style="list-style-type: none"> • The Identified Area of Opportunity should be amended to remove the IBIS Hotel, The Venue and Foster House sites, which have already been developed and will not therefore be brought forward for residential led development. These sites should simply sit within the EWC. • The IOA should be expanded to include within it the southern area of Taylor Wimpey's Oaktrees Site. This part of the Oaktrees site has an extant consent granted in 2010 for a 1,500m2 college building intended for use by Oaklands College. As confirmed by a subsequent application in 2011, which sought to replace the college building with residential use, the site no longer meets the needs of the College. The College, who vacated the site in 2010 taking space at the Kinetic Centre, is in the process of securing alternative accommodation on a long term basis within Borehamwood, which better meets the needs and aspirations of the town's student population, as confirmed by a recent review of educational needs by the College. On this basis a new application seeking the residential use of the site is due to be submitted imminently. The College is committed to retaining its presence in Borehamwood, and therefore, the | <p><i>The Identified Area of Opportunity as defined by the Policies Plan relates to the level of development envisaged by the Colin Buchannan's Feasibility Study 2010. As stated within the AAP sites outside of this area but within the Redline Boundary may also be suitable for residential development.</i></p> <p><i>The redline boundary of the submission draft of the AAP has been amended in the AAP to include the area along Manor Way.</i></p> <p><i>As outlined within para 4.10 the extant planning permission for 1,500 sqm of education provision on front of the former Oaklands College site (now Oaktrees development) remains. The Council welcomes the establishment of a new further education facility on this site.</i></p> |

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| | <p>redevelopment of the site for residential purposes will not result in any net loss in education facilities in the town, would better integrate with the residential character of the immediate area and make an additional contribution to the provision of new housing.</p> <ul style="list-style-type: none"> • The EWC boundary should be extended beyond Gemini House to include within it Meteor House, which for the following reasons represents an available and suitable housing site: <ul style="list-style-type: none"> ○ It is currently vacant and has been for a year. ○ Since becoming vacant it has been marketed for sale/ lease/ redevelopment by no less than 4 different agents (local and national - Stimpsons, Claridges, Lambert Smith Hampton and King Sturge) with no interest having been registered over this period. ○ The marketing campaign has, and continues to, demonstrate that the site is no longer suitable or viable for continued employment use and that to insist it be retained for such will simply serve to sterilise available previously developed land, which has no reasonable prospect of coming forward in the foreseeable future. ○ The site is located immediately adjacent to the proposed new Corridor boundary and represents an underuse of available previously developed land, which could make a valuable contribution to meeting the aims of the AAP. <p>Taylor Wimpey welcomes the aspiration for 800 dwellings to be provided across the EWC, considering it to represent a suitable and sustainable location for new residential development. However, as a housebuilder with recent experience of gaining planning permission and building within the Corridor, they consider that it is unlikely that development within the IOA/EWC as currently defined will yield this level of development and that additional land will be required. Indeed, Taylor Wimpey has with their architects undertaken their own feasibility exercise using the provisions of the AAP, which has shown this to be the case.</p> <p>In view of the decision taken by the Council to safeguard an area of land between the A1 and Rowley Lane for employment use in anticipation that some sites within the defined Elstree Way Employment Area will over the plan period be used for</p> | |

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| | <p>alternative purposes, we believe that in the interests of proper planning and ensuring that the aspirations of the AAP are sound and deliverable, consideration should be given to extending the EWC boundary to include the properties running along the western side of Manor Way to the rear of Gemini House. This would readily enable the redevelopment of those sites, such as Meteor House, which is currently vacant, and others, which have been promoted and are included in the Council's Strategic Housing Land Availability Assessment (SHLAA) as having potential for housing development, such as Instacom House a few sites south of Meteor House, as they become available.</p> <p>Manor Way represents a natural/physical boundary between the Corridor and the main Employment Area and to do as suggested would provide a more defensible boundary to the employment area, better relationship with existing residential properties and better enable the aspirations for the Corridor to be achieved, particularly as it is considered that it is unrealistic to assume that 800 dwellings can be accommodated as proposed without further land.</p> | |
| | <p>Q2: Do you agree with the Vision and objectives</p> <p>Agree. As both an occupier of premises (Imperial House) and developer of residential sites (Oaktrees and Gemini House) within the EWC, Taylor Wimpey very much welcome the planned redevelopment of the Corridor considering it to be a suitable and appropriate location for residential led development.</p> <p>While the vision and objectives seem in themselves appropriate, Taylor Wimpey has real concerns regarding the extent to which they are deliverable. The regeneration of the EWC has been a long held aspiration and to date progress in realising this has been slow, due primarily to the difficulties associated with the release of existing land uses, and the difficult economic climate, which has significantly affected the viability of development. These are issues that will endure the plan period.</p> <p>The vision and objectives set out in the AAP are ambitious ones, which if they are to be achieved will be costly. The EWC is an eminently appropriate location for new housing, but even so, it is extremely unlikely that 'at least 800 dwellings' will be achieved in the defined area, while meeting all of the policy requirements set down in the APP, including the provision of significant infrastructure improvements (highways, open space, public realm). Indeed, those improvements are themselves</p> | <p><i>Costs of the associated infrastructure are outlined within the AAP (submission draft). Recent development within the Corridor together with the Borough wide CIL Viability Assessment demonstrates that the level of contributions to be sought will be viable.</i></p> <p><i>As outlined above recent development within the Corridor demonstrate that schemes are viable and able to contribute to the provision of the necessary enabling infrastructure.</i></p> <p><i>The AAP (submission draft) includes further details as to the costs associated with the enabling infrastructure. Recent developments within the Corridor and the CIL Viability Assessment demonstrate that development within the Corridor can fund the proposed enabling infrastructure.</i></p> |

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| | <p>not only financially costly but are also land hungry.</p> <p>Having undertaken their own feasibility of the AAP based upon its experience of developing in the EWC, Taylor Wimpey believe it is extremely unlikely that the level of development proposed will be achieved within the area defined. Firstly, if the proposed development standards (i.e. car parking, amenity spaces) are to be met additional land will be required, and secondly, given the nature and extent of infrastructure improvements sought developers are likely to experience difficulties in achieving viable schemes such that progress will continue to be slow. Prior to adopting the AAP we would urge that careful consideration be given to the cumulative impacts of the requirements of the AAP and how they sit within the commercial realities of developing in the EWC.</p> <p>Taylor Wimpey supports the involvement of a 'Development Partner' considering this to be vital if development is to occur in a co-ordinated and viable manner cognisant of commercial realities.</p> | |
| | <p>Q3: Do you agree with the General Development Principles</p> <p>Agree with Some. The aspirations for the Corridor are not new and an adopted Planning Brief for the Corridor has been in existence for over 10 years. Implementation has been extremely slow with recent development actually taking place outside the currently defined Corridor area. It is clear therefore that flexibility is required if development is to come forward, and as advised by the NPPF (paras 187 & 188), the AAP must ensure that it does not place barriers in the way of viable development. In this context Taylor Wimpey supports the decision not to establish a fixed masterplan, but to adopt a more flexible approach which sets a framework based upon the principles (Para 3.2).</p> <p>So far as the proposed development principles are concerned, while these are considered to be consistent with the vision, the ability for development to achieve all of these is highly questionable. The viability of schemes is, and will continue to be, the single largest determining factor in realising the regeneration of the EWC. Although the principles assume that maximum use will be made of land within the EWC, this will not overcome the fact that there is a ceiling to residential values in Borehamwood and that the financial 'pot' available to contribute to any planned infrastructure improvements once all development standards have been met, will be</p> | |

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| | <p>limited.</p> <p>The improvements proposed at Policy EWC1 (e) and (f) to the highway, public realm and open space are considerable and will result in contributions significantly greater than those sought on schemes to date. Based upon recent experience on other sites within the EWC (e.g. Gemini House) where it was not possible to balance the cost associated with high quality design (including basement car parking and amenity space podiums) and infrastructure costs such that a viability case in favour of reducing the S106 package, was necessary, Taylor Wimpey consider that the level of improvement aspired to is simply not supportable and needs to be re-evaluated having regard to schemes that have taken place.</p> <p>To achieve the high quality and sustainable regeneration of the EWC, a co-ordinated approach is required. While the preference may be for sites to be brought forward together, past experience and the lack of progress in implementing the previous plans within the Corridor demonstrate the need for flexibility. This is evidenced by the fact that of the 4 key sites brought forward for housing on the Elstree Way since the 2002 planning brief was adopted 2 of these have actually fallen outside the current defined Corridor (Gemini House and Studio Plaza). It is key therefore that while any sites should be planned taking a comprehensive view they should not be prevented from coming forward individually. To do so could result in viable opportunities being missed and development impetus lost.</p> | |
| | <p>Q4: Do you agree with the Design Principles</p> <p>Agree with some. Based upon their experience of securing planning permission and developing in the EWC, Taylor Wimpey believe that it will not be possible for schemes to comply with all of the design principles and deliver at least 800 dwellings within the area identified. While it is clear from the guidance on building heights and density that proposals will be expected to make maximum use of sites, which is supported, the requirements for car parking and amenity space will not allow the full development potential of sites to be realised.</p> <p>Taylor Wimpey has undertaken its own feasibility exercise to ascertain what could be realistically achieved within the EWC if the principles proposed by the AAP are applied. The car parking and amenity space requirements, alongside the requirements for significant highways and public realm improvements, will represent significant constraints – both financially and in terms of land take.</p> | <p><i>Following discussions with Taylor Wimpy the Council welcomes the masterplan as shown in a recent meeting which illustrates the deliverability of the Elstree Way Corridor.</i></p> <p><i>The AAP (submission draft) includes revised car parking standards to take into consideration the sustainable location of the Corridor.</i></p> |

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| | <p>Parking Requirements: Notwithstanding the recognised sustainable location of the Corridor and its connection with the town centre and railway station the AAP seeks to impose minimum requirements of 1 space per one bed, 1.25 per two bed, 1.5 per 3 bed and 2 spaces per 4 and 5 bed units. The imposition of minimum standards is not only not reflective of the EWC's accessible location, and therefore, principles of sustainable development, but will significantly affect the level of development that can be accommodated on any one site. To achieve the level of development sought will necessitate basement car parks, which while beneficial in streetscape terms, have a disproportionate impact on the viability of schemes. Given the accessible location it is considered inappropriate to impose minimum standards. We would suggest that the word 'minimum' be removed and that the standards are left as guidance with the exact level proposed as part of development proposals to be considered on their individual merits having regard to the scheme itself, the type and mix of units and other benefits offered.</p> <p>Amenity Space Requirements: To impose minimum standards on amenity space provision will again affect the level of development likely to be achieved and the viability of schemes. The principles set by the AAP will generally encourage flatted schemes. Experience has shown that in such schemes the only way to achieve the requirements for amenity space is via expensive roof gardens and podium decks. Those who choose to live in the EWC are likely to be commuters choosing the location specifically for its proximity to the town centre and station with the provision for amenity space much less of a priority. It is nonetheless accepted that different types and sizes of units bring with them different requirements and therefore it is considered again that flexibility is required and requirements for amenity space should be considered on a site by site basis having regard to the proposals and likely end users.</p> <p>So far as other principles are concerned proposed Policy EWC4 encourages variation in mix, including the provision of 3 bed family units within schemes above 25 dwellings. The wish to achieve a mix of housing types is understood but building at the densities sought is unlikely to lend itself to this, with the majority of development likely to be flatted. Taylor Wimpey's experience is that it is not feasible to have 30% 3 bed units in primarily flatted developments as they have a major impact on density as they are traditionally family units requiring gardens.</p> | |

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| | <p>Consideration should be given to releasing additional land specifically for family housing.</p> | |
| | <p>Q5: Do you agree with the Highway Proposals Disagree. It is understood that the proposals represent the preferred scenario from the 2010 Elstree and Borehamwood Transport Study but are subject to further investigation. While the wish to secure community improvements as part of the area's redevelopment is understood, it is extremely difficult in the absence of a detailed scheme, its perceived benefits and the costings for its implementation comparative with other scenarios, to comment on the feasibility and appropriateness of the initial proposals.</p> <p>The proposed highways improvements, and more particularly the contributions that will be sought from development schemes, to fund them will have a significant impact on the viability of developing in the EWC. The nature extent and need for any improvements must be set in this context.</p> <p>At present in terms of 5.2 (a) there is likely to be a large gulf between the costs associated with retaining the Shenley Road roundabout and its removal and we would at this stage raise serious question over the need for its removal, together with the proposals at 5.2(b) and (d), which do not benefit from any justification either in the AAP itself or the accompanying Transport Statement.</p> <p>Q6: Other comments No.</p> | <p><i>The draft AAP included the removal of the roundabouts as an aspiration. Detailed traffic modeling has shown that west to east journeys from the beginning of Elstree Way to the far end of Shenley Road could take an addition four to five minutes, and may also result in re-routing/'rat-running' of traffic onto alternative routes. Given that this is unlikely to be an acceptable outcome for the local community, a more modest highway scheme focusing principally on limited pedestrian crossing and cycle improvements between the Corridor and the town centre without the removal of the roundabouts will be prepared and included within the AAP.</i></p> <p><i>Viability Assessment undertaken as part of the Community Infrastructure Levy concludes that development within the Corridor can sustain S106 contributions of £7,000 per unit.</i></p> |
| 6 | <p>Q1: Should the AAP boundary be extended? We welcome the inclusion of Isopad and Hertsmere House within the area of the Area Action Plan. We are committed to bringing this forward, with the appropriate scale of development and a high quality design which is sought in the AAP.</p> <p>Q2: Do you agree with the Vision and objectives For the AAP to be successful it is imperative that the street scene and highway are improved to link the development area with the town centre. However, too much S106 placed on the developer to deliver such improvements could impact the scale and viability of development coming forward. As a result the scale of any</p> | |

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| | contributions should be factored in viability testing and be proportionate to the development. | |
| | <p>Q3: Do you agree with the General Development Principles</p> <p>We welcome the broad design principles in general. However, greater densities could be achieved on our Isopad and Hertsmere House site, particularly given the adjoining uses and their distances from the plot. This would assist the council meet the housing requirements set out in the Core Strategy.</p> <p>EWC4 seeks to include a percentage of three bedroomed units on all sites. It would perhaps be more appropriate to seek a proportion on those sites that will deliver town houses, i.e. those of a lower density. Within Borehamwood there is very little market for three bedroom flats. This will impact on the desirability of developments. In addition a requirement to deliver three bedroom flats will restrict the ability of sites to deliver the number of units required in the AAP and Core Strategy.</p> | |
| | <p>Q4: Do you agree with the Design Principles</p> <p>The aspirations of the design chapter are acknowledged however, the impact of these policies has not been considered holistically. The potential impact on development is quite significant. The parking and amenity space requirements when considered with the height and style requirement, in addition to the housing mix, places the ability to deliver at least 800 units at risk. To deliver all this on site, whilst limiting heights is quite restrictive.</p> <p>Given the accessibility of the area, as illustrated in the Parking SPD, coupled with the Core Strategy aspiration to reduce car dependency, it would perhaps be better to encourage one parking space per unit, which is supported by cycle stores. This would allow future occupants some choice over their transport mode. The area is close to the railway station and bus interchange.</p> <p>In addition given how well served the area is by public open space, the scale of amenity space requirements could be lowered, without limiting the opportunities for future residents. The AAP should consider the type of amenity space it is wishing to create on developments. We welcome the use of balconies, however the success of communal amenity space on developments is sometimes questionable. The delivery of high quality public open spaces in the corridor would have a greater impact on the lives of occupants.</p> | <p><i>Comments Noted.</i></p> <p><i>The AAP (submission draft) includes revised car parking standards to take into consideration the sustainable location of the Corridor. The AAP also recognises that in certain locations it may be appropriate to exceed the general building height – such ‘landmark buildings’ must be of explainer design.</i></p> |

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| | <p>In addition the council may wish to review how the building heights policy is implemented, to ensure there is variation in rooflines.</p> <p>Q5: Do you agree with the Highway Proposals Please see our response to Question 2.</p> <p>Q6: Other comments It would be helpful for developers if the scale of contributions for development be set out, such as S106 and CIL, and this is supported with evidence of how the council intends to spend it, for example on the potential street scene and highway improvements. This should be supported with costings.</p> | |
| 7 | <p>Q1: Should the AAP boundary be extended? No objection at present. My question is – if the development goes ahead will residents still be able to comment / complain as they see how the boundary unfolds.</p> <p>Q2: Do you agree with the Vision and objectives I agree and disagree. My concerns are more residential development which has already taken place, hence axing the college (why?) Borehamwood is stuffed with housing, do you really think you can address and provide all facilities that go with more housing in the Corridor? Comfortably and attractively? The 'Vision' is persuasive but I have doubts.</p> <p>Q3: Do you agree with the General Development Principles</p> <p>Q4: Do you agree with the Design Principles Agree generally but with some doubts. The improvement of Maxwell Park would be welcomed, but as a Member of the four parks committee I would, and others, like to know more on the these plans, at some stages safe access for those with mobility problems must be a priority, as well as limited opportunities for crime. As a Neighbourhood Watch Member this is very important. However, I think it is essential that more information/updates/pictures are provided at some stage for viewing. Also 'Development Principles' are just a briefing and could be implemented in a different way at the 'final outcome'. The public must not be misled at any stage.</p> <p>Q5: Do you agree with the Highway Proposals Agree but not sure at this stage. You need at some stage to provide a visual picture of the whole development. Facts and figures are not sufficient, your principles are</p> | <p><i>Comments noted. Developers will still be required to submit planning applications for determination. These will be subject to public consultation in line with the Council's Statement of Community Involvement (SCI).</i></p> |

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| | clear but residents will eventually need to see how the final development will look. | |
| | <p>Q6: Other comments</p> <p>Neither agree nor disagree. My main concern in McDonalds. I am a resident of Eldon Avenue and there have been many problems in the past with access. Therefore plan to change the entry into McDonalds will be a concerns as I keep reiterating – a visual picture of all these changes will need to be provided before you satisfy residents' concerns.</p> | |

Section B

The following representations did not use for response form.

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| 8 | Welcomes the approach for the redevelopment of the Corridor including the preparation of the AAP and community engagement. Highlights the existing limited safe pedestrian road crossing points; 'unsafe' subway opposite Bullhead; and, ad-hock traffic islands unsuitable in non-daylight hours or by wheelchair or pram users. Requests that Hertsmere Borough Council together with AECOM take into consideration pedestrian crossings in the proposed designs. | <i>Comments noted in response to existing poor quality pedestrian and cycle facilities. The Submission Draft of the AAP and supporting AECOM study will include improvements to both pedestrian and cycle routes.</i> |
| 9 | Thank you for consulting Three Rivers District Council on the Elstree Way Corridor Area Action Plan Consultation. I can confirm that the Council has no comment to make at this time. | <i>Comments noted.</i> |
| 10 | The Winn Everett Guide Headquarters in Maxwell Road is used by the 5 th Borehamwood Brownies and Guides and is a much loved building and resource. There has been no contact with our District Commissioner about what is going to happen to our hall. | <i>The Guide Centre was consulted as part of the AAP production. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i> |
| 11 | Thank you for the leaflet and info about the AAP of Elstree Way Corridor. However, I am puzzled: why let us know about this plan when it's half way through being done and since we all know that nothing can be stopped or changed? | <i>The principle of the residential-led redevelopment of the Elstree Way Corridor was established within the adopted Core Strategy (2013) which underwent Borough wide public consultation and examination. The consultation on the AAP is to shape the policies which will guide the areas redevelopment.</i> |
| 12 | Please could you give me more details on what is being planned for the Winn Everett Guide HQ in Maxwell Road as nobody has been in touch with me as yet and it seems from your proposals that SOMETHING is going to be happening and I'd like to be able to reassure all our members that their beloved headquarters is NOT going to be pulled down to make way for MORE housing. | <i>The Guide Centre was consulted as part of the AAP production. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative.</i> |

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| | | <i>Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i> |
| 13 | Where will these extra children find school places and Traffic wise, Borehamwood is already at gridlock not only trying to get through the village but also getting in and out of the town. What plans are there to overcome this problem? | <i>The County Council is the Local Education Authority and has statutory responsibility for the provision of education services. It has a duty to ensure that there are sufficient school places to meet the needs of the population. The County Council will seek developer contributions towards additional education capacity required as a result of development within the Corridor. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. A highway scheme to facilitate the level of development proposed has been prepared details of which will be within the submission draft AAP.</i> |
| 14 | The proposed bus lane which appears to be very short, i.e. from Elstree Film Studios to Tesco's as the supermarket very much needs its own lane to avoid unnecessary congestion, without the additional difficulty of coming from Elstree Way into the town centre, or of getting to Grosvenor Road. | <i>Comments noted. The diagram within the AAP was indicative. A highway scheme to facilitate the level of development proposed has been prepared details of which will be within the submission draft AAP.</i> |
| 15 | <p><u>Highway Improvements</u></p> <p>The county council, as Local Highway Authority (LHA) has been engaged in the preparation of the AAP and supports the objectives which relate to highway improvements along the Elstree Way Corridor.</p> <p>HCC welcomes the additional work being undertaken in relation to the necessary highway improvements. However, it is unfortunate that the outcomes of this work are not included with this consultation. Without the outcome of this work, it is not possible at this stage to comment on the suitability of the preferred scheme or what the likely impact on the local highway network may be. Notwithstanding this, it is considered that an appropriate scheme can be identified that would be acceptable in highways terms.</p> | <p><i>Comments noted. The Council is working with HCC and appointed consultants AECOM to prepare an implementable highway scheme to facilitate the level of development proposed. Details of this will be within the submission draft of the AAP. Additional wording/suggested referencing (9a-e) will be made within the AAP.</i></p> <p><i>The need for developer funding to provide for the enabling infrastructure is recognised both in the Core Strategy (Policy CS23) and within the AAP (Chapter 7).</i></p> <p><i>The costs associated with the proposed highway works will be included within the submission draft of the AAP and</i></p> |

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| | <p>To strengthen the links between the AAP and Local Transport Plan, it is considered that the following additions could be included within the AAP to provide greater clarity:</p> <p>a) including a reference to the emerging Active Travel Strategy which will support the Local Transport Plan and will be published in April 2013;</p> <p>b) including reference to the provision of electric vehicle charging points in Policy EWC9 (supporting Policy 3.9 of LTP)</p> <p>c) making it clear within Policy EWC7 that any landscaping/street trees should be provided within the curtilage of new buildings and should not be maintainable at public expense;</p> <p>d) reference within EWC7 to ensure that new street furniture does not clutter the environment and impede access (i.e. ensuring access is maintained for disabled and mobility impaired);</p> <p>e) include reference to 'Roads in Herts' design guidance and recognition that there will be limited opportunities to establish new access/egress points along EWC within the 'Design Strategy' Chapter.</p> <p><u>Delivery of Highway Improvements and use of Developer Contributions</u></p> <p>There is unlikely to be any public funding available for the highway improvements and that they would need to be funded wholly by development taking place within the Corridor or secured via alternative funding sources. Where there is perhaps less certainty at this stage is in relation to the likely costs, funding opportunities and delivery timescales of any preferred scheme – although the ongoing assessment of scheme options may provide further clarity.</p> <p>The commitment within Policy EWC10, that prioritises improvements to the transport network when negotiating planning obligations is also welcomed and would be consistent with the Local Highway Authorities priorities for the area. However, it is considered that this point could be strengthened further by including a reference to the need for development to contribute towards highway</p> | <p><i>AECOM Study.</i></p> <p><i>The Viability Assessment undertaken as part of the Community Infrastructure Levy concludes that development within the Corridor can sustain S106 contributions of £7,000 per unit.</i></p> <p><i>Discussions with HCC in connection with both the EWC and CIL have concluded that the most appropriate means of delivering the essential enabling works is through S106 agreements. The level of S106 contributions required means that a CIL will not be applied with development in the Corridor.</i></p> <p><i>Reference to the County Wildlife site and SUDS made in the submission draft of the AAP.</i></p> |

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| | <p>improvements within the General Development Principles set out in Policy EWC2.</p> <p>As drafted, the AAP identifies that strategic infrastructure within the AAP will be secured through S106 agreements and CIL depending on the approach taken by the Council. It is likely that the cost of any preferred highways scheme will be significant (with the earlier Colin Buchanan Study identifying the cost of the scheme in the region of £10m) and this will need to be considered against wider viability of development within the EWC.</p> <p>Once the overall cost of highway infrastructure improvements within the EWC are known, it will be necessary to consider the best approach in terms of funding these improvements.</p> <p><u>Biodiversity Improvements / Sustainable Drainage</u></p> <p>Maxwell Hillside Park is the only major area of semi-natural habitat within the AAP boundary. Currently, there is no mention within the AAP that this grassland site is a County wildlife Site (ref: 86/036).</p> <p>Sustainable Urban Drainage Systems (SUDS) are currently not mentioned in the AAP. Redevelopment of the area should include Sustainable Urban Drainage Systems (SUDS) to reduce any increases in surface water drainage, taking into consideration present and future climate change scenarios.</p> | |
| 16 | <p>The density and the mass of hard building will not make an attractive frontage. The green scape should be put in first to soften the frontage. Maxwell Hillside should be brought forward to create an ecological linkage. The use of SUDS to create a series of wetlands running up the western side of the western arm of Maxwell Hillside Park.</p> | <p><i>Comments noted. As stated the preference is for sites to be brought forward together as such an approach will allow for linkages to be made with Maxwell Park. Reference is made to SUDS within the AAP and in both the Core Strategy and the proposed Development Management Policies.</i></p> |
| 17 | <p>The members of the Committee agree that there should be planned development in the EWC. There are far too many homes in too high density, 60% of the total required for Hertsmere is too many for the infrastructure that exists. The roads that serve this are already congested to breaking point. Not enough attention has been paid to encouraging more work places to replace those that have gone. The community facilities of the guide HQ and Maxwell Community Centre should be</p> | <p><i>Comments noted. The principle of the residential-led redevelopment of the Elstree Way Corridor was established within the adopted Core Strategy (2013). The Council is working with HCC and appointed consultants AECOM to prepare an implementable highway scheme to facilitate the level of development proposed. The need for</i></p> |

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| | retailed to allow for the expansion needed in leisure activities. | <i>community facilities is recognised within the AAP. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i> |
| 18 | <p>Paragraph 4.12 -- the support for a new 1500 m² educational facility on the former Oaklands College site is to be welcomed. On a small point however it should refer to 'further' rather than 'higher' education. The case for retention of this site for education is overwhelming bearing in mind the projected increase of young people aged 16 -- 18 requiring further education in the next 10 years and the current lack of suitable accommodation to meet this demand.</p> <p>Paragraph 5.7 -- the proposal to remove the underpass under Elstree Way should be accompanied by a commitment to re provide an alternative, safe way for people to cross this busy road. The need for a safe crossing spot remains as Hertswood Academy students from the south of Borehamwood need to get across the road at this point when they come to and from school. It is for highway experts to determine what would be the best alternative but it needs to be at least as safe as the current subway bearing in mind that there are now more students crossing the road and cars using it than when the subway was first built. This commitment should also be to provide the alternative route at the same time as removing the underpass</p> <p>Paragraphs 4.1 and 6.24 -- the proposal to earmark the Civic Centre car park for residential development at some stage in the future requires further justification. It is stated in paragraph 6.24 that such development is long way off but is not clear about whether this might be 2, 5, 10 or 20 years away. This requires further clarity. Paragraph 6.24 also draws attention to the importance of the car park for users of the surrounding community facilities and this is a very busy area with cars/coaches coming and going on a regular basis. Unless there is a reduction in the use of the community facilities and the accompanying traffic, sharing the site for car parking and residential development seems difficult to justify. Including it in the plan now without proper justification will give prospective developers encouragement in the</p> | <i>Comments Noted. Reference is made to 'further education' within the submission draft of the AAP. An implementable highway scheme including improvements to pedestrian and cycle crossing has been prepared and will be within the submission draft of the AAP. The importance of the car park is recognised within the AAP and a requirement made that should the site be brought forward for redevelopment by the council then a car parking provision will be retained (likely in a multi or decked facility) on the site.</i> |

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| | <p>knowledge that the Planning Committee will have to have regard to what the Plan says in considering planning applications.</p> <p>In considering this matter Hertswood Academy is very concerned about what the effects of developing the car park would have on the Ark Theatre. The public entrance is through the car park and although efforts had been made by HBC and the Academy to improve visibility and this access route, it remains a problem. It is very difficult to see how this visibility and access would be improved through development of the car park and we could be storing up to difficulties for residents living alongside regular streams of people going to and from the theatre up to 11pm each night. Any reduction in the number of people using the theatre would reduce its viability and make it difficult for HBC and the Academy to continue operating as a community theatre.</p> | |
| 19 | <p>The Council is broadly supportive of the aim and intentions of the AAP insofar as it sought to improve the area. The Council is concerned about the scale and density of proposed development with associated implications for the local infrastructure. The Council suggest the inclusion of a primary school and surgery (or comprehensive health centre). The AAP should include the requirement for CCTV for all Open Spaces and Play Areas (para. 6.39)</p> <p>Concerns over the signalised junctions causing congestion, in particular the proposed reduction in the number of lanes on Shenley Road. Safe cycling routes through the town and an improvement of Maxwell Park were encouraged. Borehamwood lacked family homes and a greater emphasis larger</p> | <p><i>Comments noted. The Council continues to work with the County Council as Local Education Authority in its duty to ensure that there are sufficient school places to meet the needs of the population. The submission draft of the AAP includes a site for a 2 form entry Primary School. The council will also work with other service providers including the Clinical Commissioning Groups (CCGs) to ensure provision of services.</i></p> <p><i>Additional wording proposed to para. 6.39 to include the design of open space to ensure the safety and security of users.</i></p> <p><i>The proposed highway works will significantly improve pedestrian and cycle movement. The highway scheme has been prepared in association with the County Council as Highway Authority and traffic modelling demonstrates that the scheme performs to an acceptable level.</i></p> |
| 20 | <p>I am very concerned that so much extra housing will cause unbearable commuter & schools' traffic. Traffic jams at rush hour times are bad enough now on the town's centre and peripheries. Doctor's and hospital services are already stretched. More pressure will be put on schools. If a light industrial building was divided into smaller</p> | <p><i>Comments noted.</i></p> |

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| | <p>units it could provide jobs by small businesses which would be better than turning it into more housing. 5-6 storey buildings either side of Elstree Way would create an over-bearing closed in corridor. More homes are going to require more car parking but a deck over the council car park could result in vandalism and a place most people would not want to go. 96 Shenley Road should not charge activity groups more than what they pay for Maxwell Road community centre. The green space at Maxwell Road area should be protected as green corridor for nature. It links with gardens and allotments, back to the wild railway area.</p> | |
| 21 | <p>Grosvenor Road:– although outside the Action Plan area it does appear proposed changes to road layouts will affect access into / out of Grosvenor Road. As there is no ‘right turn’ out of our road drivers currently use the Tesco Roundabout to do a ‘u turn’ to head towards the station end of Shenley road. If the Tesco and Shenley road roundabouts are removed this will not be possible. The same problem applies to the slip roads in front of the Shenley Road shops either side of Grosvenor Road. Will traffic still be able to turn right into Grosvenor Road? If not how will we gain access to our road from the Elstree Way end of Shenley Road?</p> <p>Congestion at the entrance to Grosvenor Road:– could changes to road layout help this problem? For example if the Eldon Avenue end of the slip road in front of the shops was re-opened it would reduce the number of vehicles forced to use Grosvenor Road to exit onto Shenley Road.</p> <p>Maxwell Park Community Centre – this seems to be in an ideal location for a community centre – near existing and proposed residential areas and next to a park. The new facility in Shenley Road seems much too small to meet a growing towns needs. It would be better to retain / extend the Maxwell Park Centre to help meet community needs now and in the future.</p> | <p><i>Comments noted. The Council is working with HCC and appointed consultants AECOM to prepare an implementable highway scheme to facilitate the level of development proposed. Details of this will be within the submission draft of the AAP. The need for community facilities is recognised within the AAP. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i></p> |
| 22 | <p>I am very concerned about all the new Housing Developments taking place in Borehamwood. While I appreciate people have to have somewhere to live, has anyone thought how over crowded Borehamwood is going to become when all these dwellings are occupied?</p> <p>We do not have the infrastructure to cope with all these new people, it is difficult</p> | <p><i>A highway scheme to facilitate the level of development proposed has been prepared details of which will be within the submission draft AAP. The council will continue to work with service providers including the Clinical Commissioning Groups (CCGs) to ensure provision of services.</i></p> |

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| | <p>enough to get a Doctor's appointment now what will it be like later, also the traffic in the high street is terrible especially at mid-day so what is the future going to bring with extra cars etc,. Borehamwood will become so overcrowded it will lower the standard of living for everyone. I dont suppose anyone will take any notice of this e-mail, but it makes me feel better to record my protest.</p> | |
| 23 | <p>It is noted that Maxwell Park Community Centre would be reprovided as set out in policy EWC5. This is <u>welcomed</u> in principle as this would offer the opportunity to provide modern community facilities that are suitable for meeting future needs. The existing hall in the centre is used for some indoor sports such as indoor bowls, table tennis and dance and will be important that a new community centre is also designed so that it is suitable for accommodating such sports. Careful attention will need to be given to ensure that the facilities provided in the new centre address any unmet needs in the community while complementing the public leisure facilities provided at the nearby Venue Leisure Centre to avoid potential duplication which may affect the sustainability of the facilities.</p> <p>While the design of a new community hall is a matter for a later stage of the process, I wish to draw the Council's attention to Sport England's established "Village and Community Halls' design guidance note which provides detailed guidance on how new community centres can be designed to incorporate indoor sports.</p> | <p><i>Comments noted. 96 Shenley Road will be a multi-purpose community building comprising a library, youth services area, museum and multi-purpose community rooms, opening in Autumn 2013. It is proposed within the AAP that the Maxwell Park / Community Centre / Winn Everett Guide HQ area as outlined on the Policies Plan be reserved for a 2FE Primary School should HCC be unable to find a suitable alternative. Should the site come forward for a Primary School any detailed proposal will need to address potentially displaced community activities.</i></p> |
| 24 | <p>I welcome the news of new and affordable housing being built along this road, but the scale seems to me to be far larger than the town can accommodate. Shenley Road, Allum Lane,. Elstree Village and the Boulevard are all almost gridlocked at busy times already. Where will all the extra people go? On to the already overcrowded roads? As a minimum requirement there should be a new school, community centre and some business development to provide jobs for the incomers. Please don't turn what used to be a pleasant town with lots of green spaces into a concrete jungle.</p> | <p><i>Comments Noted. The Elstree Way Corridor was identified within the Core Strategy as a sustainable location for residential development, the level of development proposed for the Corridor forms part of Hertsmere planned level of growth. The infrastructure planning associated with the delivery of the Core Strategy was found sound by a Planning Inspector. The Council is in dialogue with Hertfordshire County Council regard the provision of education and other infrastructure to facilitate the Borough's planned level of growth.</i></p> |
| 25 | <p>The Proposal I understand the importance of Hertsmere Borough Council (HBC) agreeing an</p> | <p><i>The AAP does not state that supporting community faculties will be 'limited'. Policy EWC5 and supporting identifies a</i></p> |

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| | <p>Area Action Plan (AAP) consistent with its Core Strategy which was endorsed by HBC in January 2013, particularly when it is expected that development of multiple and separately owned sites will be piece meal. I also understand that because the AAP does not refer to a single development the Planning Department of HBC is unable to specify or even suggest guidelines across the area for minimum provision of (for example) community amenities. I assume these will be discussed with each developer on a site by site basis.</p> <p>HBC's "strategic vision" as set out in its Core Strategy is worth repeating here:</p> <p>The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.</p> <p>Comparing what is proposed to the strategic vision:</p> <p>Provide at least 800 residential units</p> <p>I am not questioning whether or not this level of build is "fair". However, I find little evidence within the CD that the impact of increasing the local population from 16,000 to between 17,600 (2 people per unit) to at least 18,400 (3 people per unit) has been assessed with regard to supporting infrastructure (including transport and schools)</p> <p>In particular, what formal assessment has been made of the expected impact on levels of provision of school places by Herts County Council whose statutory duty it is to provide enough places to cope with projected numbers of children resident in the area?</p> | <p><i>series of know/likely community facilities. The AAP is a plan for 15 years during which additional community and cultural facilities maybe be identified.</i></p> <p><i>Maxwell Park Community Centre is owned by Hertfordshire County Council, it is the Council's understanding that it is the intention to close the facility when the new Borehamwood Library is to open.</i></p> <p><i>The Civic Centre, the Police and Fire Stations, and Maxwell Park are all recognised community facilities providing a service/facility for the community. The AAP is making it clear that these key facilities will remain in the area and where possible be enhanced.</i></p> <p><i>The consultation exceed the minimum requirements as set out in the legislation and the Council's Statement of Community Involvement (SCI).</i></p> |

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| | <p>A range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community</p> <p>According to Policy EWC5 (page 12) the impact on supporting community facilities will be limited to:</p> <p>“reprovide” the Borehamwood Library and Maxwell Community Centre on Shenley Road. It is far from clear that this will increase or even match the current provision. It is clear that it will move them by about 15 minutes’ walk from their current location retain the Civic Centre and fire station (but why move them?)</p> <p>“enhance” (possibly) Maxwell Park</p> <p>provide a new police front desk at the Civic Centre</p> <p>How can these activities be reasonably claimed to contribute to meeting the needs of the wider (and increased) community?</p> <p>Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway</p> <p>The CD says that “buildings fronting onto Elstree Way should have a general height of between 5-6 storeys” so that “the larger scale of buildings fronting Elstree Way will reflect the importance of the road as a gateway into Borehamwood Town Centre”</p> <p>The CD does not provide a comparison to existing height of buildings, leaving the impression that the proposed heights will create a “canyon” of residential dwellings. There are surely other design options which could also denote the importance of the area rather than simply building large blocks.</p> <p>There will be new residential development of a variety of tenures</p> <p>Policy EWC 4 (Page 9) refers to housing mix. There will be a mix of housing size(not tenure), of which about 30% should be 3 bed units. There will be a mix of</p> | |

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| | <p>flats and houses; all units fronting Elstree Way will be flats. Is this as much guidance as we can expect on housing mix?</p> <p>Point 4.5 asserts that “the Council will seek to secure the provision of affordable housing”. Again, what might this mean in practice? New and improved facilities to support new development and the wider community. And these “new and improved facilities” would be what?</p> <p>Development will facilitate connectivity and public realm improvements linking the area to the town centre. Apart from suggesting that occupiers of the new 800-plus units should walk to Shenley Road, how will developments facilitate connectivity?</p> <p>Point 6.20 asserts that the area is “within reasonable walking distance of the railway station and (has) proximity to the town centre” Subject to confirmation I believe that it would take between 20 and 30 minutes to walk to the train station. Is this “reasonable”?</p> <p>I also have concerns about the limited level of provision of parking, which seems an exercise in social engineering to discourage car ownership.</p> <p>The proposals rely on the area being served by existing bus routes. What has been the formal response from bus operators, particularly on the expected increase of vehicle traffic from an added 1,000 or so private cars?</p> <p>What is the estimate impact on local traffic, even after proposed adjustments to local roads (“Movement Framework”).As for “private realm improvements”, if these are limited to the list in Point 5.7 then such improvements, although welcome, seem marginal.</p> <p>The area’s redevelopment will help promote Borehamwood as an attractive and sustainable location for business.</p> <p>The CD does not seem to set out specific aspects which would positively encourage new businesses to invest in locating in the Elstree Way Corridor.</p> | |

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| | <p>Do existing commercial enterprises within or adjacent to the EWC say that the proposals make the area more attractive to them? Have they been asked to express their opinion?</p> <p>Conclusion Based on this comparison of Hertsmere's Strategic Vision against the information set out in the Consultation Draft, the Draft does not convince this local resident that the vision will indeed be realised.</p> <p>The Public Consultation Process After careful review of the Consultation Draft I conclude that the proposed developments will have a major impact on many aspects of Borehamwood, affecting residents and commercial enterprises outside the EWC as defined.</p> <p>This also seems to be the last opportunity for major development within the current boundaries of the Town, except perhaps for redevelopment of the sites currently occupied by Elstree Studios and by the BBC Elstree Centre.</p> <p>I understand that it is for the Planning Department of Hertsmere to decide what level of consultation is appropriate and then to organise that consultation.</p> <p>Although I have been very interested in these proposed developments and am comfortable using the Internet as a source of information, in my view the Public Consultation has been very low profile and lacks the visibility it merits.</p> <p>Even the display boards in Hertsmere's waiting area are still not displayed prominently, while there seem to be no copies of the leaflet on display either on the notice boards or at the front desk.</p> <p>I would like to know:</p> <ul style="list-style-type: none"> • Is this the <u>minimum</u> level of consultation which Officers could chose? • Why was distribution of a consultation leaflet limited to 500 local residents when | |

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| | <p>the potential impact affects the entire community?</p> <ul style="list-style-type: none"> • What was the level of response of these 500 residents? Was it as great as Officers had expected before starting the Consultation? • When will the residents' response be made public to a wider community? • How many people attended either of the two drop-in sessions? (I attended one but found no list on which to register my interest) • What consultation has taken place with local enterprises? With local transport providers? With local schools? • When will their response be made public? <p>I could continue but I believe that these questions indicate the extent to which I lack of confidence in the Public Consultation process adopted in the case of these proposals for development of the Elstree Way Corridor.</p> | |
| 26 | <p>Support and welcome the preferred approach for sites to be brought forward together. Concerned about the potential impact on the Strategic Road Network (SRN), in particular the A1 and possibly the M1 and M25. The Highways Agency's requirements under DfT Circular 02/2007 should be outlined within the AAP.</p> | <p><i>Comments Noted. The Council is working with HCC and appointed consultants AECOM to prepare an implementable highway scheme to facilitate the level of development proposed. Details of this will be within the submission draft of the AAP.</i></p> |
| 27 | <p>We do not wish to make any detailed comments on the document. In accordance with guidance in the National Planning Policy Framework (paragraph 128) we suggest that you seek the advice of the county archaeologist to ensure that any archaeological interest is appropriately assessed. We note that no impacts on heritage assets have been identified.</p> | <p><i>Comments Noted</i></p> |

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| 28 | <p>I would like to make the following observations on the Draft Area Action Plan and request these be included in the responses.</p> <p>Firstly I would ask how widely this plan has been circulated excluding electronic means which are not available to everyone and may not embrace low income families, senior citizens and others without ready access to computers. Have posters been displayed in shop windows and on the Council notice boards including those belonging to the Town Council and in the community centres? How many leaflets have been circulated bearing in mind i believe we have about 33,000 residents in the town?</p> <p>Could or has this consultation been timed to coincide with the Hertsmere News which would ensure every household received details?</p> <p>Secondly what studies have been undertaken with public transport providers, the education and health authorities in regard to servicing these new home building targets ?</p> <p>Thirdly you mention this will help address the Borough's overall housing target. Please could you provide me, under the Freedom of Information Act, the number of home building permissions granted for Elstree & Borehamwood over the last 10 years compared with the rest of the Borough. It seems hard to escape the conclusion that this town seems to have become 'the dumping ground' for housing targets to save large scale building elsewhere in more 'sensitive' areas of the Borough. Like many other residents I feel the Town is already overcrowded. You mention 626 homes have been or are about to be built in the Studio Way area of the 'corridor' . You are now proposing an additional 800 plus high density homes for the Elstree Way!</p> <p>Have you taken into account the medium term growth of the town even without these new builds?</p> <p>Over 5,000 houses were built in the immediate post war period many of which are now occupied by one or two older residents. As the grim reaper does his job over the next decade or so these properties will revert back to family size occupation plus the highest national birth rate in decades will ensure a population growth in addition to the proposed new homes. How will the roads, surgeries, schools, etc cope ?</p> <p>Within the last few years with great foresight the County Council closed 4 primary schools in the town and allowed housing to be built on the sites for a 'ready buck' . Now the remaining primary schools are all overflowing requiring additional facilities</p> | <p><i>Comments noted.</i></p> <p><i>Full details of the public consultation undertaken is outlined in the Pre-Consultation Statement which supplemented the draft Area Action Plan.</i></p> <p><i>The level of consultation undertaken was deemed appropriate given the AAP seeks to put in place the means to deliver a level of development established in the adopted Core Strategy. The Core Strategy underwent borough wide consultation and an Examination in Public, it was found sound by a Government appointed planning Inspector and was adopted by full Council in January 2013.</i></p> <p><i>Extensive consultation took place with transport providers, Hertfordshire County Council as and the NHS during the preparation of the Core Strategy. Hertfordshire County Council and the NHS have also been consulted on the preparation of the Elstree Way Corridor AAP.</i></p> <p><i>*Additional details included in email response to REP28</i></p> |

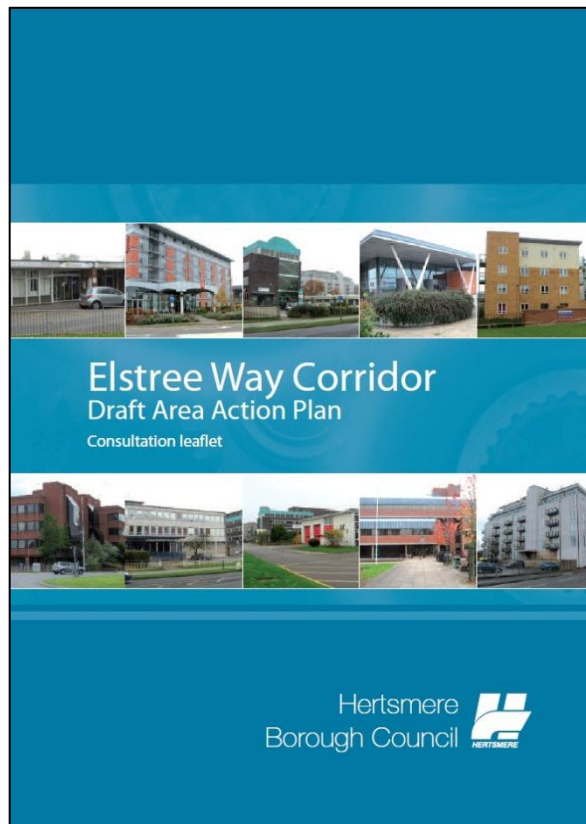
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| 29 | <p>It is frightening to see that you propose to justify the building of 800 units, plus the nearby approved plans in Studio Way for over 100 more, whilst reducing roads and infrastructure.</p> <p>This is not acceptable and cannot be justified. Questions I have raised have not been answered and the general comment is "...we have no choice".</p> <p>I do not think that you have looked at alternative development opportunities on the fringes of Borehamwood/ Elstree. If we have to find the space for more housing then we need evidence based planning.</p> <p>The density of housing will in my view lead to a number of social issues (Lack of Schools, Community Facilities, Local Shops) and neighbourhood problems.</p> <p>Roads will be reduced in extent in this area with no new roads being built or planned and traffic lights proposed instead of roundabouts. This will create choke points (like Elstree crossroads and Shenley Road/Theobalds Street).</p> <p>This fact is hidden in the comment about alterations to the highways to allow the proposed level of development to go ahead. I understand that proper modelling has yet to be carried out - see the Transport Statement.</p> <p>The area will be gridlocked at peak times and may well tail back to the A1.</p> <p>There is no extra car parking in the town centre. It is unrealistic to expect people to walk a mile to the shops or the station especially in the rain or snow. (Studio Way to the Station or Boulevard 25).</p> <p>We need extra parking in town and at the station.</p> <p>With most of the business/offices gone where will people work? We will move more to being a commuter satellite of London with little employment locally. Horizon 1 just outside of this area has just had planning given for over a hundred units so we are heading for a total of 1000 units, 2000+ more people?</p> <p>We need to build infrastructure before we pack more people into an already heavily populated area, even if this means building on marginal green belt. This has</p> | <p><i>The Core Strategy establishes the principle of the residential-led redevelopment of the Elstree Way Corridor and the quantum of development (at least 800 residential units). The Core Strategy underwent borough wide consultation and an Examination in Public, it was found sound by a Government appointed planning Inspector and was adopted by full Council in January 2013</i></p> <p><i>The Council is working with HCC and appointed consultants AECOM to prepare an implementable highway scheme to facilitate the level of development proposed. Details of this will be within the submission draft of the AAP</i></p> |

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| | <p>happened before (Deacons Hill etc) and I have identified several areas where sensitive development could take place.</p> <p>The HCC seem to have abandoned planning and Borehamwood centre is a dumping ground for extra housing (up to 180 units per hectare!).</p> <p>Yes, we need more housing but we need more roads to move people around. Even if cars and buses go electric this will still be the case. There is a strong case for two East/West through routes ie North and South relief roads near which new housing could be built.</p> <p>We are at the heart of a golden triangle with all the increased traffic that brings, but with 1930's roads. In fact a number of through roads/routes in use then have been cut. This is a damning indictment of the planners.</p> <p>There are a number of myths politicians bring up to justify not building roads. Please see a very good summary and paper by the RAC foundation.</p> <p>http://www.racfoundation.org/media-centre/road-building-myths-busted</p> <p><i>Roads and reality</i> - Bayliss - Background paper 5 ... - RAC Foundation</p> <p>Look in particular at the big increase in pollution as road speed drops!!</p> <p>If this plan goes ahead I predict high levels of pollution on Elstree Way.</p> | |
| 30 | <p>I live within approximately half a mile of the "Elstree Way Corridor" and am somewhat bemused by the lack of information given to local (rate paying) residents of the proposed influx of (800 +)people about to become residents of already over-populated Boreham Wood!</p> <p>I can only assume that a 'fait accompli' has been reached, as it was with the unwanted ERUV poles erected in my town.</p> <p>This once very pleasant place to live, raise a family and eventually retire to has become nothing more than a suburb of London.....already over-populated, no availability at schools, surgerys or even parking spaces!</p> | |

| REP | Comment Received | Council Response |
|-----|--|------------------|
| | <p>Yet Hertsmere Council "advertise" any meetings open to the public (ie: the ratepayers of Borehamwood in which we residents might air our views), in such a way - and I am sure completely within the law - that very few residents even know a meeting will be or has taken place. I did not know about the meetings last week until informed by a third party, after the event! If no room in the Council Offices, surely Allum Hall would be available for such an important event!</p> <p>And please leave Maxwell Centre alone. This much loved community hall is just about all we residents have left. If a new school is needed - after building on the old Lynhurst site, then build it next to your council offices. Plenty of car parking space that could be given over to a new school.</p> <p>Thankfully I have the means, after living in Boreham Wood for over 55 years, to be able to sell up and leave the area.</p> | |

Appendix 5: Consultation Material (Public Consultation – Regulation 18)

Leaflet



Elstree Way Corridor Area Action Plan - Consultation leaflet

What is this about?

Hertsmere Borough Council is proposing to create an Area Action Plan (AAP) for the Elstree Way Corridor, Borehamwood. An AAP is a Development Plan Document (DPD) that will form part of the Hertsmere Local Plan, together with the Core Strategy it will form the most important considerations in determining most planning applications in Elstree Way Corridor area.

The preparation of an AAP will put in place planning policies to guide development proposals, along with details of how these proposals will be delivered. It will also be used to make decisions when people apply for planning permission. It will direct investment, give increased certainty to potential investors, build confidence and assist the Council in securing funding and facilitating development.

What are the objectives of the AAP?

The EWC has been identified within the Local Plan Core Strategy as being able to deliver at least 800 residential units, a significant level of housing to meet the needs of the Borough. The redevelopment of the EWC is an opportunity to improve the physical fabric of the area as well as environmental improvements to existing buildings, street and open spaces. The change in function and character of the area brings with it the need to integrate the corridor with the town centre and address issues of severance as a result of the major Shenley Road roundabout.

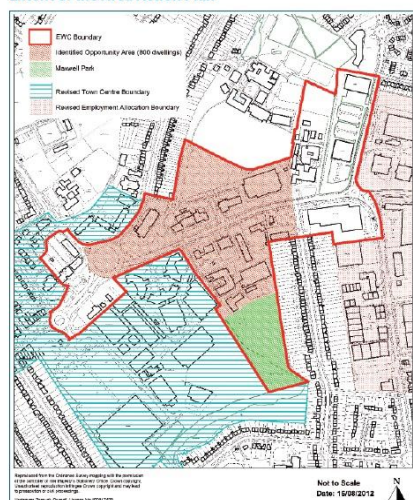
The following objectives form the basis for the policies within the AAP:

- Provide improved and coordinated facilities for the delivery of a range of services to the public;
- Improve the physical appearance of this important gateway into the town;
- Link the commercial area of Borehamwood with the town centre;

Elstree Way Corridor Area Action Plan - Consultation leaflet

- Release land for a range of uses and help meet the Borough's future residential development land needs;
- Provide certainty and guidance to both landowners and developers;
- Promote sustainable development; and,
- Provide infrastructure to support development.

Extent of the Area Action Plan



Elstree Way Corridor Area Action Plan - Consultation leaflet

Outline Timetable

A draft plan (preferred option) will be available for consultation from 7 January 2013 to Monday 18 February 2013. The comments and responses to this will inform the production of a final draft plan (Spring 2013) to which representations can be made. These will be presented for independent examination in autumn 2013. Subject to the outcome of this examination, formal adoption is anticipated to occur in early 2014.

Where can I see the full details?

Copies of the AAP are available at local libraries and council offices, and can be downloaded from our website at www.hertsmere.gov.uk/planning

How can I give my views?

We welcome your comments on the draft plan. The period in which to make representations runs for six weeks from Monday 7 January 2013 to Monday 18 February 2013. A small display will be put on at the Civic Offices throughout this period. Council Officers will be available at the Civic Centre to answer any questions you might have on Thursday 24 January 2013 between 1pm and 6pm and on Wednesday 30 January 2013 between 5pm and 8pm.


Email: core.strategy@hertsmere.gov.uk


Write to us at: Planning Policy Team, Hertsmere Borough Council, Civic Offices, Elstree Way, Borehamwood, Hertfordshire, WD6 1WA

Phone: 020 8207 2277 (planning policy)


The deadline for comments is 18 February 2013.

Statutory Consultee Letter

| | |
|--|---|
|  HERTSMERE BOROUGH COUNCIL | Civic Offices, Elstree Way Borehamwood Herts WD6 1WA Tel: 020 8207 2277 DX45602 Borehamwood www.hertsmere.gov.uk |
| Planning and Building Control | |
| Your ref: EWC/1/MW Our ref: 020 8207 2277 Direct line: 4520 Ext: corestrategy@hertsmere.gov.uk Email: 020 8207 7444 Fax: As postmark Date: | |
| Dear Sir/Madam, | |
| Elstree Way Corridor Area Action Plan Preferred Option Public Consultation | |
| Please find enclosed a copy of the Elstree Way Corridor Area Action Plan. | |
| <p>The Council is writing to notify you of a consultation that will be taking place between 7th January and 18th February 2013 regarding the creation of an Area Action Plan (AAP) for the Elstree Way Corridor. The purpose of the AAP is to outline the vision for the areas redevelopment and provide specific planning guidance which new development must adhere to. It will also be used to make decisions when people apply for planning permission.</p> <p>A leaflet is also enclosed with this letter which summarises the purpose of the AAP, as well as providing information on how you are able to become involved in the consultation process and make a response.</p> <p>A separate Sustainability Appraisal has also been prepared which considers the social, environmental and economic effects of the Core Strategy. This Appraisal can be viewed on the Council website at www.hertsmere.gov.uk; alternatively, hard copies of this document can be viewed at all libraries and area offices, as listed on the attached statutory notice.</p> <p>You will have the opportunity to view the full draft AAP at the Council's Civic Offices throughout the consultation period. In addition a small display will be put on at the Civic Offices throughout this period, planning officers will be available from 9am till 5.15pm throughout the consultation to discuss the plans. Additionally, a planning officer will be available at the Civic Offices till 8pm on Wednesday 23rd February.</p> <p>You are encouraged to make your submission at www.hertsmere.gov.uk where an interactive response form can be found. However, a hard copy response form is attached to this letter and this can also be used. If not making a submission on-line, submissions can be sent by email to core.strategy@hertsmere.gov.uk or by post to:</p> | |

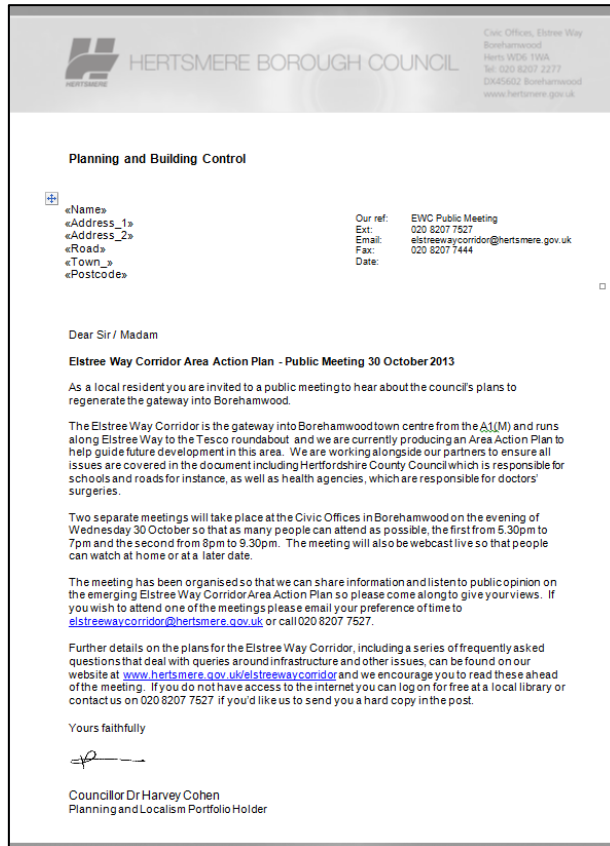
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|---|---|
|  HERTSMERE BOROUGH COUNCIL | Civic Offices, Elstree Way Borehamwood Herts WD6 1WA Tel: 020 8207 2277 DX45602 Borehamwood www.hertsmere.gov.uk |
| Core Strategy consultation Policy and Transport team Hertsmere Borough Council Civic Offices Elstree Way Borehamwood Herts WD6 1WA | |
| If you have any queries, please call the Policy and Transport team on 020 8207 7444. | |
| The consultation on the Area Action Plan ends at 5pm on Monday 18th February 2012 and it is important that all submissions are received by this date. | |
| The Council looks forward to receiving your response to this consultation. | |
| Yours faithfully | |
| Matthew Wilson Senior Planning Officer | |

Residents Letter

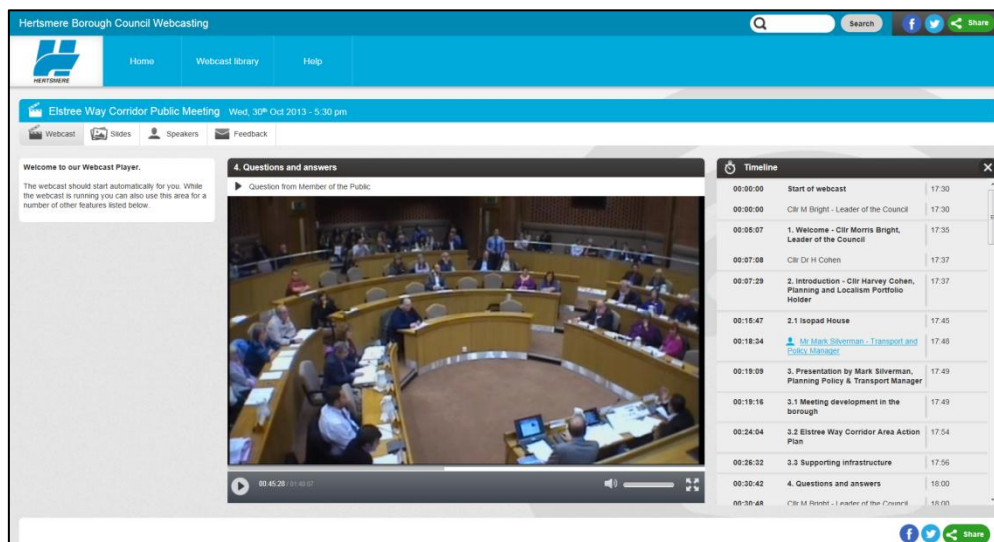
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|---|---|
|  HERTSMERE BOROUGH COUNCIL | Civic Offices, Elstree Way Borehamwood Herts WD6 1WA Tel: 020 8207 2277 DX45602 Borehamwood www.hertsmere.gov.uk |
| Planning and Building Control | |
| Your ref: EWC/1/MW Our ref: 020 8207 2277 Direct line: 4520 Ext: corestrategy@hertsmere.gov.uk Email: 020 8207 7444 Fax: 27 August 2013 Date: | |
| Dear Sir or Madam, | |
| Elstree Way Corridor Area Action Plan – Consultation | |
| <p>The Council is writing to notify you of a consultation that will be taking place between 7th January and 18th February 2013 regarding the creation of an Area Action Plan (AAP) for the Elstree Way Corridor. The purpose of the AAP is to outline the vision for the areas redevelopment and provide specific planning guidance which new development must adhere to. It will also be used to make decisions when people apply for planning permission.</p> <p>We are writing to you because you own/occupy a property in an area of the Borough that forms part of the Elstree Way Corridor. We would like to hear from you with regards to any comments that you have on the proposals.</p> <p>A leaflet is enclosed with this letter which summarises the purpose of the AAP, as well as providing information on how you are able to become involved in the consultation process and make a response.</p> <p>You will have the opportunity to view the full draft AAP at the Council's Civic Offices throughout the consultation period. In addition a small display will be put on at the Civic Offices throughout this period, planning officers will be available from 9am till 5.15pm throughout the consultation to discuss the plans. Additionally, a planning officer will be available at the Civic Office till 8pm on Wednesday 23rd February.</p> <p>The full AAP can also be viewed on line at www.hertsmere.gov.uk/planning</p> <p>If you are not the owner of the property to which this letter has been sent I would be grateful if you could also inform the relevant individual or organisation about this consultation.</p> <p>Yours faithfully</p> <p>Matthew Wilson Senior Planning Officer</p> <p>ENC: Elstree Way Corridor Area Action Plan - Consultation Leaflet</p> | |

Appendix 6: Consultation Material (Public Meetings 30th October 2013)

Letter sent to approx. 1000 residents and businesses



Webcast of public meetings



5:30pm: http://www.hertsmere.public-i.tv/core/portal/webcast_interactive/115727

8:00pm: http://www.hertsmere.public-i.tv/core/portal/webcast_interactive/115728

Frequently Asked Questions – Available at: <http://www.hertsmere.gov.uk/Documents/09-Planning--Building-Control/Planning-Policy/Planning-Publications/Elstree-Way-Corridor-Public-Meeting-new-faqs.pdf>

Elstree Way Corridor Public Meeting – Frequently Asked Questions (FAQs)

These FAQs were accurate at the time of being published in November 2013.

1. **What is the Elstree Way Corridor and Area Action Plan?**
The Elstree Way Corridor is the gateway into Borehamwood town centre from the A1(M) and runs along Elstree Way to the Tesco roundabout. The Area Action Plan is a type of master plan to help guide future development and regenerate the area for the benefit of the town and local residents.
2. **What does the Elstree Way Corridor Area Action Plan say?**
The Elstree Way Corridor Area Action Plan is a 30-page document and in short it sets the parameters for future development in the area up to 2027. This includes new homes, a range of community and cultural facilities to meet the needs of the wider community and a reorganisation of public service buildings. A series of new developments have taken place in the last 10 years or so and as land owners review their assets, further development is anticipated and so the council devised the document to coordinate the redevelopment and maximise the area's potential. The plan therefore provides the basis for determining planning applications, the area allocates uses for certain sites. You can read the document in full online at www.hertsmere.gov.uk/elstreewaycorridor or contact us for a hard copy.
3. **What are the advantages of having an Area Action Plan for the Elstree Way Corridor?**
Advantages of the Area Action Plan include:
 - It establishes a clear strategy and vision for the area.
 - It ensures development comes forward in a coordinated manner.
 - It plans for necessary infrastructure and ensures mechanisms are in place to secure funding toward supporting infrastructure i.e. section 106 agreements.
 - It protects the Green Belt by demonstrating Hertsmere's housing can be delivered within urban areas.
 - It allows infrastructure providers to plan accordingly.However, it should be noted that new regulations introduced by the government allow existing office blocks to be converted to homes without permission, so in essence the council would have no control over the level of off-street parking to be provided and would also be unable to request a percentage of affordable housing from developers or funding towards infrastructure in these circumstances.
4. **Why do we need to build more homes in Hertsmere?**
At the end of the day, we need to build more homes to help address our local housing needs. There is also a legal requirement for local planning authorities to prepare plans which seek to deliver their future housing needs in response to a nationally increasing population and the rising cost of housing. The Elstree Way Corridor Area Action Plan is in essence a tool to manage and have some control over the inevitable development that is needed in Borehamwood to provide our increasing population with somewhere to live. Given the importance which the local community attaches to the Green Belt, our Local Plan Core Strategy (which is an overall development plan for Hertsmere) seeks to meet the borough's housing needs of at least 266 dwellings a year delivered within existing towns.
5. **What about Isopad House – who approved the planning application?**
The planning application was determined by the Planning Committee on 15 August 2013 who agreed the granting of planning permission subject to a legal agreement to secure funding towards local infrastructure and services. The legal agreement has now been agreed.
6. **What public consultation took place for Isopad House?**
The following consultation was carried out:
 - 117 nearby residential and commercial properties were notified via a consultation letter sent on 18 June
 - A notice was placed on the site on 22 June.
 - A public notice was placed in the Borehamwood Times on 14 June.
 - The application was included in our weekly planning list which is circulated to local newspapers, uploaded to our website and sent to parties who have requested to receive it.
 - All consultees (including neighbours) were sent another letter on 6 August to notify them of the committee date so they could attend to hear the application being discussed.This consultation was above and beyond our legal requirements set out in national planning policy. In addition, and encouraged by the council and the government's National Planning Policy Framework (NPPF), the applicant held a public consultation exhibition on 3 May at Fairway Hall, next to the site. This exhibition was open to all members of the public who could view the proposals and make comments before a formal application was submitted.
15. **What are the advantages of building new homes in the Elstree Way Corridor?**
There are many advantages including:
 - It increases the availability of homes and affordable homes in the town.
 - It provides protection for the Green Belt by reducing pressure to build on Green Belt sites.
 - It means vacant or underused sites are brought into use.
 - It supports the vitality of the town centre and will help deliver improvements to the public realm.
 - It reduces the need to increase council tax as local authorities receive a grant for increasing the number of new homes through the government's New Homes Bonus.
16. **The plan says developers have to provide 35% affordable housing. Why are some developments less than that?**
That is the figure in the plan but government rules say that if developers can show that they cannot afford to meet those obligations they can suggest a lower proportion of affordable housing. They need to provide us with proof, which we then have independently tested. However, we have claw back agreements, so that money can be paid to us further down the line if circumstances change.
17. **What kind of infrastructure improvements are proposed within the Elstree Way Corridor?**
The Area Action Plan makes it clear that any development within the Elstree Way Corridor will need to be considered in conjunction with an assessment of the impact that it will have on local infrastructure. The document gives provisions for highway improvements and other infrastructure enhancements and these plans have been prepared in partnership with other organisations including Hertfordshire County Council which is responsible for roads.
Highway plans include the removal of the Shenley Road roundabout (where you access Elstree Studios) and replacement with a signalised junction to improve pedestrian access from Elstree Way into Shenley Road as well as improving crossing facilities and cycleways.
The Area Action Plan also seeks to deliver increased school and doctor capacity through partnership working with health agencies and Hertfordshire County Council which is also responsible for education.
18. **What does the Area Action Plan say about Maxwell Park Community Centre and the Winn Everett Girl Guide HQ?**
The purpose of the Area Action Plan is to provide guidance to landowners and developers should sites come forward for redevelopment. Should the owners of Maxwell Park Community Centre (Hertfordshire County Council) and the Winn Everett Girl Guide HQ (Hertsmere Borough Council) seek to redevelop the sites, the Area Action Plan would be able to identify the sites as suitable for a new primary school with the requirement that the facility be designed to incorporate facilities that can be used by the wider community.
19. **What's happening to Hertswood Academy and The Ark Theatre?**
There has been no formal planning application regarding Hertswood Academy but we can confirm that the Governors have had initial discussions about demolishing the upper school site and building a state-of-the-art school for the town. Any plans would include a bigger and better Ark Theatre. There will be no permission if the plans do not include a theatre.
20. **Why is there no detailed layout showing the redevelopment in the area?**
The Area Action Plan is intended to provide a strategic overview to guide future development. It is not intended as a point by point plan for the redevelopment of the area. It is important to remember that although the Plan sets out the council's planning policies for the area's redevelopment, developers will still need to apply for planning permission and each application will be determined on its own merits having regard to the policies in the plan and other context.
21. **What consultation has taken place on the Elstree Way Corridor Area Action Plan?**
The redevelopment of the Elstree Way Corridor was identified during the development of our Local Plan Core Strategy. Our Local Plan Core Strategy underwent extensive borough-wide public consultation and a public examination by the Secretary of State. The council also carried out a six-week period of public consultation for the individual draft Elstree Way Corridor Area Action Plan in January 2013. Various interested parties and local residents were consulted including the Elstree and Borehamwood Greenbelt Association, Hertfordshire County Council, and the town council.
The following consultation was carried out for the draft Elstree Way Corridor Area Action Plan:
 - Letters and leaflets were sent to more than 500 residents and businesses within the Corridor and immediately adjacent to the area to invite comments and representations.
 - Copies of the Area Action Plan and supporting documentation (Sustainability Appraisal and Transport Statement) were made available at local council offices and libraries.
 - An exhibition was put up in the reception area of the Civic Offices in Elstree Way.
 - Two drop-in sessions were held and publicised at which members of the public could comment on the plans and council officers were available to respond to questions.

7. **Can residents appeal the decision for Isopad House?**
No, when planning permission is granted there is no right of appeal open to third parties. However there is a right to apply to the High Court to seek a Judicial Review within six weeks of a decision being made but this procedure cannot be used to challenge the merits of a planning decision.
8. **Was the impact on traffic assessed on the Isopad House application?**
As part of the application submission, the applicant provided an independent transport assessment. This assessment concluded that the development would result in limited additional traffic movement over and above the current use of the site. In addition, as usual with these types of applications, Hertfordshire County Council's highways department was consulted and concluded that the proposed development would not have a negative impact on the adjacent highway.
9. **Was the impact on sunlight / daylight assessed on the Isopad House application?**
An independent sunlight and daylight assessment was undertaken in line with national guidance (set out in the Building Research Establishment 2011 "Properties within Eldon Avenue and Fairway Avenue were included as part of this assessment and it was determined that the proposed development would not have a detrimental effect, with regards to sunlight and daylight, on these properties).
10. **What about the impact on schools and doctors surgeries etc?**
The impact on local infrastructure including schools and doctors surgeries was taken into consideration when determining the Isopad House application, as we do with any such proposed development. Schools come under Hertfordshire County Council (HCC) which was consulted on the application and raised no objection. As part of the section 106 agreement for the site, which ensure developers provide new or improve existing community facilities to offset any impact caused by their development, HCC will have more than £100k as a contribution towards the cost of nursery, primary and secondary education facilities which will serve the locality of the development. (Also see FAQ no. 17)
11. **So why are developments going up in our towns?**
As per our Local Plan Core Strategy (which is an overall development plan for Hertsmere) new homes will be focused in existing built-up areas to help preserve our Green Belt land. The government continues to require the overall protection of Green Belts around London and other cities. We would always look to make use of brownfield sites (previously developed land) for housing and limit the use of Green Belt land but this becomes increasingly difficult when Hertsmere is 80% Green Belt.
In addition as mentioned above, the government recently introduced regulations which allow offices to be converted into homes without the need for planning permission, making it easier for developers to sidestep the planning authority. Although Hertsmere objected to this policy and sought exemptions from the legislation, we were unsuccessful along with 146 other local authorities.
12. **What is the Local Plan Core Strategy?**
Every council in England is required by law to produce a Local Plan which sets out the strategic vision for the borough. This is to make sure residents and developers have certainty over what is planned in their local area, and that development needs are met in a clear and transparent way. The Hertsmere Local Plan Core Strategy was adopted by the council in January 2013 following extensive public consultation and a public examination by the Secretary of State. Almost 1,000 responses were received from residents at the outset which identified several issues with the protection of the Green Belt the single, highest priority.
13. **Why is there so much development in Borehamwood?**
Our Local Plan Core Strategy sets out that up to 60% of our housing target will be delivered in Borehamwood, up to 25% in Bushey and at least 10% in Potters Bar, and a minimum of 5% in other locations. This distribution is based on urban capacity and where potential sites for housing actually are. It also reflects the size of the towns, the type of sites that come forward in different places, the existing services and shops, and the infrastructure capacities of each town. This is bound up by the overall principle that the majority of development should occur within existing towns, without releasing Green Belt land for housing development.
14. **How many homes are expected to be built in the Elstree Way Corridor?**
The strategic vision (on page 4 of the Elstree Way Corridor Area Action Plan) is to 'provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community'. This figure came from a feasibility study in 2010. The council doesn't actually own any sites in the area that would be developed for housing so it all depends on what sites come forward for development from the landowners. Isopad House is outside the core area of housing growth in the Elstree Way Corridor but if you were to include it, the total figure is now around 950.

22. **So when was the Elstree Way Corridor public meeting and how could I have attended?**
Two separate meetings took place at the Civic Offices in Borehamwood on the evening of Wednesday 30 October so that as many people could attend as possible, the first from 5.30pm to 7pm and the second from 8pm to 9.30pm. The meeting was also webcast live so that people could watch at home or for up to six months afterwards – <http://www.hertsmere.gov.uk/civiccoreportal/home>
23. **What was the meeting all about?**
The meeting was organised so that we could share information and listen to public opinion on the emerging Elstree Way Corridor Area Action Plan.
24. **How did you publicise the public meeting?**
A press release was issued to local media including the Borehamwood Times. The press release and FAQs were published on the homepage of our website. We updated our social media channels – Twitter and Facebook – and left messages on forums that we are aware of. We sent letters to around 1,000 residents and businesses in and around the Elstree Way Corridor to invite them to the meeting and emailed local community groups and interested parties that we have on file. We also notified the lead petitioner for 'Stop the demolition of Isopad and Hertsmere House'.
25. **I live nearby and didn't get a letter, why not?**
We sent letters to around 1,000 residents and businesses in and around the Elstree Way Corridor which should have included anyone that would be affected by the Area Action Plan – these letters should have been received by Tuesday 8 October. We also carried out the above publicity to capture a wider audience. If you didn't receive a letter and want to be kept informed of similar issues please contact us at elstreewaycorridor@hertsmere.gov.uk or call 020 8207 7527.

Click to zoom in

Planning news

Follow us on Twitter @HertsmeGFC

Join us on Facebook www.facebook.com/hertsme

Planning news

Development in Borehamwood

Around 140 residents attended public meetings at the end of October called by the council to discuss planning issues relating to the Elstree Way Corridor in Borehamwood.

The meeting was organised to give residents another opportunity to find out about and comment on the council's master plan of the area which will help guide future development up to 2027. The Elstree Way Corridor is the gateway into Borehamwood from the A1(M) and the council is currently working on an Area Action Plan which sets the parameters for new homes, infrastructure, a range of community and cultural facilities and a reorganisation of public service buildings. A series of new developments have taken place in the last 10 years or so and as

owners review their assets, further development is predicted and so the council has devised the plan to co-ordinate the redevelopment and maximise the area's potential. Cllr Henry Cohen, Planning and Localism Portfolio Holder, said: "At the end of the

"The Area Action Plan is in essence a tool to manage and have some control over the inevitable development"

day we need to build more homes to help address our local housing need. We are also legally required to prepare such plans for the government to show how we are dealing with our increasing population. "The Elstree Way Corridor Area Action Plan is in essence a tool to manage and have some control over the inevitable development that is needed in Borehamwood and given that the local community has previously made it clear they do not want us to build on green belt, we are doing our best to concentrate new homes within existing towns and urban areas. The council is working with partners, Hertfordshire County Council, which is responsible for roads and schools, as well as health agencies, which are responsible for doctors' surgeries, to ensure the necessary infrastructure is in place to cope with the additional homes. The public meeting also gave residents

an opportunity to learn more about planning in general and the consultation process for planning applications following reactions to the proposed House development in the area. The council is currently considering all comments raised at the meetings and will be making appropriate adjustments to the Area Action Plan as well as our consultation process.

For more information and a list of frequently asked questions visit www.hertsme.gov.uk/elstreewaycorridor. You can also watch a video of the public meetings (two separate meetings were arranged on the same day so that as many people could attend as possible) on our website.

► You can still make comments on the Area Action Plan by sending an email to elstreewaycorridor@hertsme.gov.uk or calling 020 8207 7527.

The Three Hoses pub in Letchmore Heath

Local pubs protected

Four Hertsme pubs have been named as assets of community value under new legislation which is intended to help protect local and buildings that are important to the community. The Crown in Borehamwood, The White Horse and King William IV in Shenley, and The Three Hoses in Letchmore Heath have been added to the council's list of assets of community value. This means if the pubs are put up for sale, community and neighbourhood groups have an opportunity to prepare a bid to buy them. Groups can apply for relevant funding and/or community organisations can bid to buy them such as parish councils, charities and non-profit making companies. If no one comes forward with a bid the pub can be sold as usual. The Three Hoses in Letchmore Heath is the only pub currently up for sale which means the community has until 10 December to submit a bid. The Crown was nominated to go on the list by a group of residents. The White Horse and King William IV were nominated by Shenley Parish Council and the Three Hoses was nominated by Alverham Parish Council. Landowners whose property has been added to the list can appeal the decision.

► For more information visit www.hertsme.gov.uk/communityrighttobid or call 020 8207 2277.

Where should new homes go?

Plans which set out what and where development should take place in the borough are due to be out for consultation early next year. To help plan for the future and in line with government legislation, the council has written what is known as a Site Allocations and Development Management Policies document. This document, specifically earmarks locations where the borough's much needed new homes sites where development will not be acceptable – this includes providing protection to open spaces including

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A view of the Elstree Way Corridor in Borehamwood

Sign up for planning updates
To ensure you are notified of planning consultations please sign up to receive our regular planning updates – email local.plan@hertsme.gov.uk or call 020 8207 7582

www.hertsme.gov.uk Hertsme News Winter 2013 13