

~~RSP #5~~

Matthew Wilson

From: Joanna Todd <[REDACTED]>
Sent: 08 January 2013 17:24
To: Core Strategy

REP10

Hello there! My name is Joanna Todd and I'm District Commissioner for Girlguiding in Elstree & Borehamwood and also Leader of the 5th Borehamwood Guides and 5th Borehamwood Brownies (the Browlie Pack that Pat Strack, Mayor Hertsmere's granddaughter attends)!

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.

Thanks, Joanna Todd

~~RSP4~~

REP 11

Matthew Wilson

From: [REDACTED]
Sent: 08 January 2013 17:58
To: Core Strategy
Subject: Elstree Way Corridor

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?

Roselyne Connaughton

([REDACTED])

~~RSP3~~

Matthew Wilson

From: Pam Kubica <[REDACTED]>
Sent: 08 January 2013 18:27
To: Core Strategy
Subject: Winn Everett Guide Headquarters

REP12

I am an Assistant Leader with the 5th Borehamwood Brownies and Guides who meet at the Winn Everett Guide Headquarters in Maxwell Road. This much loved building has seen hundreds of girls come through the doors since it was first built including both my daughters one of whom, Annette became an Assistant Leader for many years.

There has been no contact with our District Commissioner, Joanna Todd about what is going to happen to our hall, which is also used by other organisations as well as Guiding. It seems our future and the future of the 3rd Borehamwood Brownies and Guides is very uncertain.

This situation is not good for the morale of the volunteer leaders or for the girls and their parents or guardians as to what will happen to our units. Do we organise a programme for the coming year, bearing in mind that 2014 sees the 100th Anniversary of Brownies, and if we have no hall we will not be able to celebrate this amazing event.

We as a World Wide Organisation and not just in Borehamwood would very much like to hear your comments about our hall.

Kind regards,

Pam Kubica

Elstree Way Corridor Area Action Plan



Hertsmere Borough Council is inviting comment on the draft Elstree Way Corridor Area Action Plan (AAP). The AAP and associated consultation documents can be seen on our website www.hertsmere.gov.uk. The documents are also available at the Civic Offices and all and at public libraries throughout the Borough.

If you would like a hard copy, please contact us.

Please mark your response, and provide any additional comments.

The deadline for responses is **18 February 2013, 5pm**

~~RSP 8~~
~~RSP 8~~
REP 13

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)*

Yes No

If yes, please tell us where:

H.B.C.
PLANNING UNIT
25 JAN 2013
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HERTSMERE BC.
CUSTOMER SERVICES
BOREHAMWOOD
25 JAN 2013

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.)

- Agree
- Disagree
- Neither agree nor disagree
- Don't know

Please provide your comments:

800 additional residential "units" in this part of Bonchamwood. We don't have the capacity - the roads are now almost permanently blocked and gridlocked within 15 minutes in the snow.

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)

- Agree
- Agree with some
- Disagree
- Not sure

Please provide your comments:

"General Development Principles." I've only seen the consultation leaflet but I'm always wary of official speak - and I'm not usually heard.

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)

- Agree
- Agree with some
- Disagree
- Not sure

Please provide your comments:

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).

- Agree
- Disagree
- Neither agree nor disagree
- Don't know

Please provide your comments:

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.

Question 6

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

Yes

No

Please provide your comments:

KEEPING YOU INFORMED

If you would like to be kept informed of future consultation and submission of this document please complete your details. The information you provide will be used for this purpose only. It will be held and stored securely and not be used for any other purpose, nor passed to a third party.

Name:	HELEN S. STAMP
Name of Organisation (if applicable)	/
Agents/Clients name (if applicable)	/
Address	[REDACTED] [REDACTED] [REDACTED]
Postcode	[REDACTED]
E-mail address	[REDACTED]

Thank you for taking the time to fill out this response form.

Please return your form to:

Area Action Plan Consultation
Planning Policy Team
Hertsmere Borough Council
Civic Offices
Elstree Way
Borehamwood
Hertfordshire
WD6 1WA



~~RSP10~~
REPLY

RESPONSE TO ELSTREE WAY AREA ACTION PLAN

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. Bringing Maxwell Hillside to the line of the road will create a ecological linkage from the line of linear parks Haggerston, Brookmeadow, Leeming, Aberford through to the south side of Estree Way. It will provide a visual brake to the solid line of building and it would also encourage more use of this park.

Also the use of green frontages such as at Croxdale Road, Theobald Street. This line of native planting softens the suburban scape beyond and creates a privacy screen for residents and people passing by.

The use of SUDS to create a series of wetlands running up the western side of the western arm of Maxwell Hillside Park.

~~RSP 9.~~
REP 15

Chief Executive and
Director of Environment: John Wood

Mr Matthew Wilson
Civic Offices, Elstree Way
Borehamwood
Hertfordshire
WD6 1WA

**SPATIAL AND LAND USE
PLANNING**
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Telephone: 01992 556309
Minicom: 01992 556611
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Contact: Chris Bearton
E-Mail: chris.bearton@hertfordshire.gov.uk
My ref:

Your ref: EWC/1/MW

Date: 6 February 2013

Dear Mr Wilson,

ELSTREE WAY CORRIDOR AREA ACTION PLAN - CONSULTATION

Thank you for consulting the County Council in relation to the above document.

This response is made on behalf the County Council's Environment Department, including in its capacity as the Local Highway Authority. A separate response will be made by colleagues in relation to the County Council's interest in other services and as land owner.

Highway Improvements

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 – especially where these have additional benefits for pedestrian/cycle connectivity and improved access to public transport.

You will be aware that historically there has been a lack of clarity about the appropriateness and achievability of the proposed highway improvements along the EWC; the amount of investment required to deliver them and issues around phasing and delivery. It is therefore welcomed that additional work is now being undertaken to identify a preferred option for 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.

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;

X

- the Movement Framework could be strengthened by including a reference to the emerging Active Travel Strategy which will support the Local Transport Plan and will be published in April 2013;
- including reference to the provision of electric vehicle charging points in Policy EWC9 (supporting Policy 3.9 of LTP)
- 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;
- 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);
- 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.

X

X

X

X

Delivery of Highway Improvements and use of Developer Contributions

The county council as Local Highways Authority have indicated that 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.

X

Given this requirement, reference within the AAP to the limited availability of public funding, along with the recognition that strategic infrastructure will need to be privately funded is welcomed. Furthermore, 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 improvements within the General Development Principles set out in Policy EWC2.

X

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.

No doubt you will be aware of the forthcoming restrictions regarding the relationship between CIL receipts and S106 contributions set out in the CIL Regulations (2010). It is important to recognise that after April 2014, (or once CIL is brought into effect), individual infrastructure items can only be funded by either CIL or S106 and not a combination of the two. In relation to the latter, the number of S106 contributions which can be pooled in relation to an individual infrastructure item would be five and this restriction would relate to all S106 contributions secured after 6 April 2010 when the CIL Regulations (2010) came into effect.

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. However, as part of (and prior to) this process, it will be necessary to ensure that sufficient contributions are or can be secured in a way that would not prejudice the ability to secure sufficient funding from future development coming forward within the EWC (or elsewhere in the Borough) – either through CIL or S106. This is particularly important should development come forward in a piecemeal way or aspirations for a single development partner are not realised.

By way of example, it may be necessary for the preferred highway scheme to contain individual or specifiable elements that any S106 agreements could relate to, or confirmation that sufficient CIL monies can be raised, allocated and prioritised from within the wider Borough and that this is confirmed through the draft CIL charging schedule and examination sessions.

Biodiversity Improvements / Sustainable Drainage

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).

The AAP would also benefit from additional references to biodiversity which could have a positive impact on both the environment and also quality of life. The AAP and comprehensive development of the corridor presents an opportunity to develop a well integrated Green Infrastructure network within the urban fabric. Wherever possible, green corridors should be provided to allow wildlife to move through the area. These corridors can be linked to existing green spaces or provide opportunities for connecting to future developments.

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. SUDS are the most sustainable way of ensuring that surface water run-off from the redevelopment does not increase the risk of flooding to the site itself and elsewhere. Furthermore, the use of sustainable drainage techniques not only helps to solve drainage problems, but may have other sustainability benefits, offering opportunities to reduce pollution improve water quality and enhance biodiversity, recreation and amenity. In particular, measures that help to reduce demand for mains water (such as rainwater harvesting/recycling) and which make a positive contribution to biodiversity (.e.g. green roofs, swales) should be preferred.

I hope that you find the above information useful in finalising the Elstree Way Corridor AAP. Should you have any questions relating to the points above then please do not hesitate to contact me.

Yours sincerely,

Chris Bearton

**Spatial and Land Use Planning Unit
Hertfordshire County Council**

