

Hertsmere Borough Council: Elstree Way Corridor Area Action Plan – Proposed Main Modifications

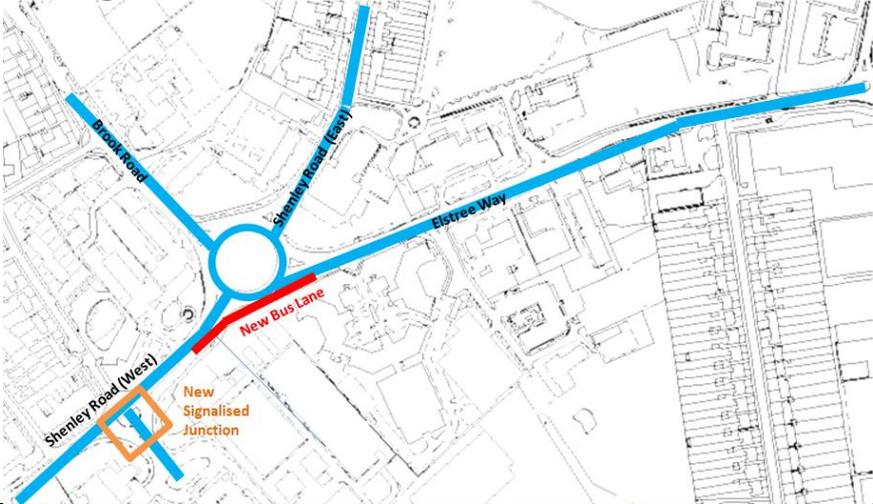
Main modifications – Strike through indicates deletion, Underline is additional text

No	Modification	Reason
MOD1	<p>Amended Paragraph 2.5: The objectives form the basis for the policies in this document, and they should guide the masterplanning and the preparation and determination of planning applications.</p> <ul style="list-style-type: none"> • 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; • 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; and, • Promote sustainable development <u>and enhancements to the environment</u> 	<p>In response to representation from the Environment Agency (REP168) and SoCG (DOC8) to report the need to enhance the environment</p>
MOD2	<p>Amended Paragraph 3.3: The following development principles build upon the strategic vision for the residential led redevelopment of the EWC. Development proposals which are not in accordance with these principles will be refused.</p> <p>The EWC will be planned and developed:</p> <ol style="list-style-type: none"> a) To be representative of its significance when arriving into Borehamwood town centre from the A1; b) With improved connectivity and accessibility with the town centre and employment area with significant highway improvements; c) To integrate and maximise existing activities and development along the Corridor, including Elstree Studios, Imperial Place, the Civic Centre, and the Venue; d) To coordinate the release of land for a range of uses to help meet development needs; 	<p>In response to representation from the Environment Agency (REP168) and SoCG (DOC8) to report the opportunities to improve the watercourse at Maxwell Park</p>

	<p>e) With a redesigned and improved Maxwell Park (<u>including the watercourse</u>) and additional open space; and,</p> <p>f) To a high level of design quality to create accessible developments.</p>	
MOD3	<p>Amended Paragraph 4.9: The EWC and immediate surroundings include a wide range of civic, education and employment uses. Retaining existing key public sector uses in new or refurbished facilities within the EWC is to be sought alongside any rationalisation of land holdings, as is the cohabitation of uses and sharing of enhanced facilities. However, if any service providers consider relocating outside of the EWC, the Council will seek their retention within Borehamwood. A cluster of public sector activities inside of and around a refurbished Civic Offices would unlock development sites and maximize development potential.</p>	<p>In response to representation from Hertfordshire CC (REP171) and SoCG (DOC9b) - the Borough Council does not have control over where service providers need to locate in response to operational requirements</p>
MOD4	<p>Amended Paragraph 4.11: To support the level of development proposed for Borehamwood as defined by the Core Strategy, a site for a new 2 form entry Primary school is required within Borehamwood. <u>It is likely that education providers and/or HCC will seek to identify education sites for education provision outside the Elstree Way Corridor for allocation within the Site Allocation and Development Management Policies DPD. In the event that there is an unmet need, or in the event that alternative sites are not available, the site comprising the current Girl Guide Hut and Maxwell Park Community Centre has been identified reserved by HCC for a Primary School (as shown on the Policies Map). The site has been reserved for a primary school should HCC be unable to find an alternative suitable location.</u> Should the sites, wholly or in part, come forward as a primary school, Hertsmere Borough Council will require the facilities (buildings and outdoor space) to be designed in such a way to be capable of accommodating a range of community activities <u>outside of normal school hours through a dual use arrangement. Any community use of the education facility should be complementary and secondary to the main purpose of the site as a primary school.</u></p>	<p>In response to representation from Hertfordshire CC (REP171) and SoCG (DOC9b) - to provide clarity on how the provision of a school could be identified on an alternative site, and to provide clarity on possible dual use of a facility</p>
MOD5	<p>Amended Paragraph 4.15 The EWC is in close proximity to Borehamwood town centre and the Council wishes to ensure that the retail function of centre, the largest in the Borough, is not</p>	<p>In response to representation from</p>

	<p>undermined by new retail floorspace outside the centre. The EWCAAP is therefore <u>does</u> not a suitable location for retail development and proposals for or including retail development will be refused. <u>allocate sites for additional retail; any proposal for retail that would adversely affect the vitality of the town Centre will not be permitted.</u></p>	<p>Hertfordshire CC (REP171) and SoCG (DOC9b), and the inspector's initial question 17 - the Borough Council is not seeking to allocate additional retail in the EWCAAP, and seeks to retain the vitality of the existing town centre</p>
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MOD6	<p>Amended Paragraph 5.2: In order to facilitate the level of development envisaged and to improve connectivity a series of highway and public realm improvements are required. Key interventions to be considered:</p> <p>a) Pedestrian and cycle <u>and public transport</u> movement across Shenley Road roundabout improved, including new and / improved crossings; <u>and the provision of a new bus lane</u></p> <p>b) Minor realignment of the carriageway to allow for improved pedestrian and cycle movement;</p> <p>e) Pedestrian and cycle movement across Tesco roundabout</p> <p><u>C) The Tesco roundabout to be replaced with a signalised junction with bus priority measures to improve public transport access and journey time reliability between residential development along Elstree Way Corridor and the bus interchange within the Tesco site; and to improve accessibility to Shenley Road shopping area and station.</u></p> <p>d) Improved off carriageway cycle lanes to be provided in both directions on Elstree Way and, Brook Road <u>and Shenley Road</u>:</p> <p>e) Possible repositioned vehicular entrance to Elstree Studio and improvements to pedestrian access;</p> <p>f) A series of measures to facilitate movement across Elstree Way and Shenley Road including the positioning of pedestrian crossing points that follow the most convenient routes; and,</p> <p>g) New bus shelters, street furniture and planting.</p> <p>h) <u>providing links and facilities at destinations outside the EWCAAP (eg station, shops schools, leisure facilities)</u></p>	<p>In response to on-going dialogue with the Hertfordshire County Council Highways Service and the revised highways scheme(DOC34) and SoCG (DOC9a) – to report the proposed signalisation of the Tesco Roundabout and the provision of a new bus lane</p>
MOD7	<p>Deletion of Figure 3: Highways Works</p>	<p>In response to representation from Hertfordshire CC (REP171) and on-going dialogue with the Hertfordshire County Council Highways Service and SoCG (DOC9a) – the proposed highway</p>

		works have been updated (DOC34) and are to be placed as an appendix (see MOD23) so as not to prescribe access points
MOD8	<p>New figure 3:</p> 	In response to representation from Hertfordshire CC (REP171 / DOC9b) on-going dialogue with the Hertfordshire County Council highways and SoCG (DOC9a) – to provide a schematic diagram of the main elements of the movement framework in lieu of MOD7)
MOD9	Deletion of paragraph 5.3	No longer deemed necessary given MOD10
MOD10	<p>Amended Paragraph 5.4 (to be renamed as paragraph 5.3): The Movement Framework will frame and establish development sites, and in in some cases will provide opportunities for increased site areas. Where this is the case developers and landowners are encouraged to engage with Hertfordshire County Council (HCC) to discuss revised site boundaries. <u>Specific access points from Elstree Way to proposed development sites will need to be agreed in advance with HCC; whilst the current position of access points may be relocated, it is not expected that an increase in access points will be permitted.</u></p>	In response to representation from Hertfordshire CC (REP171) / DOC9b and on-going dialogue with the Hertfordshire County

		Council Highway Service (DOC 9a) – to clarify approach to establishing new access points from Elstree Way.
MOD11	<u>New Paragraph 5.4:</u> Appendix 3 outlines schematic highway scheme. The implementation of the highway scheme will be subject to detailed design and modelling in agreement with HCC	Required in lieu of MOD7
MOD12	<p>Amended Policy EWC1: Development Strategy</p> <p>Development proposals in the Elstree Way Corridor (as defined by the EWC Policies Map) should:</p> <ul style="list-style-type: none"> a. Provide safe and convenient access to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing; b. Have a design and layout that minimises opportunities for crime; c. Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design; d. Be of a high quality design that contributes to improvements in the quality of the townscape; <u>e. Incorporate appropriate Sustainable Drainage Systems and green infrastructure to reduce flood risk, improve water quality and enhance the environment;</u> f. Facilitate the required highways and public realm improvements; g. Provide a high quality landscape framework for the development and its immediate setting; and, 	In response to representation from the Environment Agency (REP168) and SoCG (DOC8) to report the need for SuDS

	h. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.	
MOD13	New Paragraph 6.13 - <u>In order to achieve a sustainable method of surface water discharge, development proposals should incorporate Sustainable Drainage Systems (SUDS). These may take the form of green roofs, soakaways, permeable paving, lagoons, reed beds and retention ponds, depending on the nature of the development and the locality. Some SUDS also offer opportunities for environmental and landscape enhancement improving biodiversity and local amenity. Even where SUDS alone cannot provide total surface water drainage solutions, they can be of benefit when used in conjunction with conventional piped systems. In particular, areas of off-street parking, which are otherwise capable of forming large expanses of impervious development, will be expected to incorporate sufficient levels of permeability.</u>	In response to representation from the Environment Agency (REP168) and SoCG (DOC8) to report the need for SuDS
MOD14	Amended Paragraph 6.17: The EWC is within accessibility zone 2 as defined within the Hertsmere Parking Standards SPD. Its inclusion within accessibility zone 2 allows scope for a discounted rate of <u>parking provision</u> where it can be justified, for both residential and non-residential proposals. of between 25% and 100% of the standard rates.	In response to representation from Hertfordshire CC (REP171) – to make the section read more coherently
MOD15	Amended table 2 title (page 21): “Table 2. Residential Parking Standards <u>in the Elstree Way Corridor AAP</u> ”	In response to representation from Hertfordshire CC (REP171) – to make the section read more coherently
MOD16	Amended informative on bottom row of table 2: * Rooms over 8 sqm which are not <u>bedrooms</u> , kitchens, utility rooms, bathrooms, WCs or circulation space are considered to be a habitable room. Large habitable rooms or open plan areas, typically over 25 sqm , and capable of subdivision will be treated as two habitable rooms	To clarify terminology on ‘Habitable room’
MOD17	Amended Paragraph 6.23: This Plan proposes to adopt an average minimum standard of 1 car parking space per residential unit for 1 to 3 bed units, and 1.5 car parking spaces per 4 bed units	In response to representation from

	<p>or more. These rates are the equivalent to discount of between 35% and 75% on the standard rates but should be exceeded wherever possible <u>the Hertsmere Parking Standards SPD. Levels of parking for individual sites will be agreed as development comes forward.</u></p>	<p>Hertfordshire CC (REP171) – to make the section read more coherently</p>
MOD18	<p>Amended Paragraph 7.3: As the proposed development requires the re-provision of a number of public facilities, it is highly likely that a development partner approach will be favoured for a phase or series of phases of development. Such an approach would allow the comprehensive development of the corridor or parcels of the development. This involves a lead organisation (not necessarily the landowner) submitting the application and guiding it through the planning process, including the negotiation of s106 obligations. The organisation would then act in the role of ‘development manager’ in relation to the exercise of development activity with the development of houses undertaken by separate house builders procuring serviced plots, and the ‘development manager’ ensuring that infrastructure is delivered so that standards and restrictions are observed.</p>	<p>In response to representation from Hertfordshire CC (REP171) – to make clear the Council’s favoured delivery approach</p>
MOD19	<p>Amended Paragraph 7.8 – This AAP identifies the infrastructure which will be required to unlock strategic sites and deliver the EWC Vision. <u>The Council is preparing a ‘Developer Contributions Framework’ which will outline the costs and specific projects related to such infrastructure. Developers are advised to seek early advice from Hertsmere Borough Council who will liaise with HCC Highways and HCC development services (for other HCC services). Further opportunities to enhance the area that are not directly required to enable development, such as improvements to bus facilities at Elstree and Borhamwood Station, secondary school provision, and improvements to the watercourse at Maxwell Park will be considered in future as part of the Council’s Community Infrastructure Levy investment programme.</u></p>	<p>To make the section consistent with the Council’s emerging ‘Developer Contributions Framework’ – agreed in SoCG with HCC (DOC9a/b)</p>
MOD20	<p>Deletion of Paragraph 7.9</p>	<p>No longer required due to MOD19 to paragraph 7.8</p>
MOD21	<p>Amended Policy EWC9: Developer Contributions</p> <p>S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport</p>	<p>In response to representation from Hertfordshire CC (REP171 / DOC9b)) – to include early years</p>

	<p>network, walking and cycling routes and facilities, a primary school <u>with associated early years provision serving the residents of Elstree Way Corridor</u> and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.</p>	<p>provision</p>
<p>MOD22</p>	<p>Amended Bullet points to ‘opportunity site 4’ on page 27;</p> <div data-bbox="333 454 1680 930" style="border: 1px solid black; padding: 10px;"> <p>4. Elstree Way North</p> <ul style="list-style-type: none"> • Mixed use development including residential, opportunity to develop cluster of civic and public service activities linking in with an enhanced Civic Centre. • General building heights of between 5-6 storeys. • Existing nursery to be re-proved within Borehamwood although not necessary within the Elstree Way Corridor. • Main v Vehicular access from the north of the site. <u>to be determined on the service requirements of any proposed relocation of the fire station to the site, although use of access from the north is expected</u> </div>	<p>In response to representation from Hertfordshire CC (REP171/ DOC9b)) – to clarify the replacement provision of the existing nursery is not specific to the EWCAAP and to provide clarity on possible access for the proposed relocation of the fire station</p>
<p>MOD23</p>	<p>New Appendix 3: <u>Appendix 3: Proposed Highway Scheme</u></p>	<p>Required to report new highway proposal and in response to MOD7) – Plan taken from DOC34</p>

