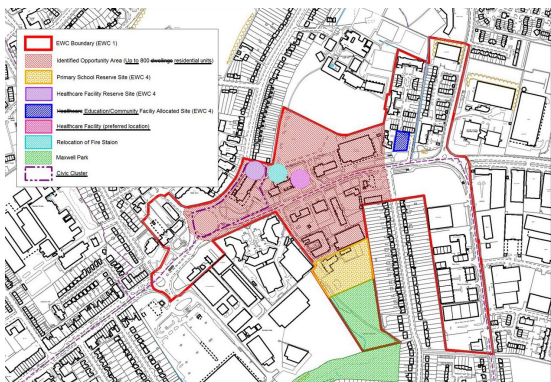


## Elstree Way Corridor Area Action Plan – Appendix of Main Modifications

~~Strikethrough~~ indicates deletion, Underline is additional text

The page numbers and paragraph/policy numbers refer to the submission plan, and do not take account of the deletion or addition of text.

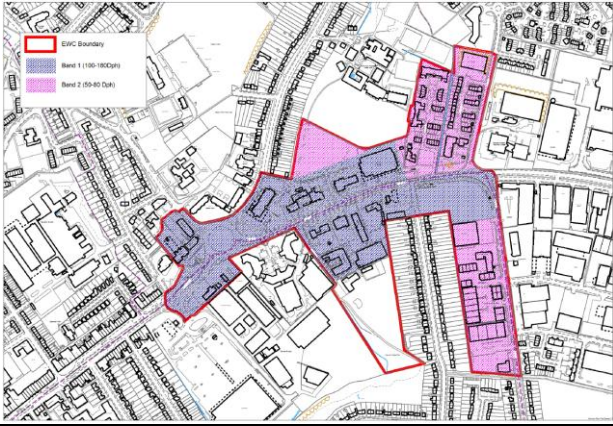
Ref	Page	Policy / Paragraph	Main Modification
MM1	2	1.10	<p><b><i>Insert new paragraph before :</i></b></p> <p><u>The proposal to prepare an Area Action Plan for the EWC is included within the Core Strategy. The Core Strategy identifies that there is the potential for housing led regeneration in Elstree Way, west of Borehamwood town centre to contribute an estimate of 800 units towards the projected Housing Supply in Hertsmere for the plan period 2012-2027. This figure is based on feasibility and transport studies which were commissioned by Hertsmere Borough Council and key landowners in 2010. Prior to the publication of the draft AAP in January 2013 various developments were already underway and as the Plan progressed towards submission, further development proposals emerged. The EWC as now identified in the EWCAAP is capable of accommodating between 1,000 – 1,500 residential units in total, 500 of which were either built or under construction at the time the AAP was subject to Examination (October 2014).</u></p>
MM2	5	2.2	<p>The EWC has the potential to deliver <del>at least 800</del> <u>between 1,000 and 1,500</u> residential units, a significant level of housing to meet the needs of the Borough. The Colin Buchanan Feasibility Study (2010), commissioned by the Hertsmere Borough Council and other landowners in the EWC, includes an 'identified opportunity area' as defined on the Policies Mao (predominantly in public sector ownership) <del>to deliver this level of housing. Sites outside of this area but within the AAP boundary may also be suitable for residential development.</del> <u>This will be the main area of activity; it will contain a new civic hub and has the potential to deliver up to 800 residential units. By October 2014, approximately 500 units had been built or were under construction in the EWC area, 114 of which were in the opportunity area.</u></p>
MM3	5	2.4	<p>Through the adopted Core Strategy (January 2013), the renewal of the EWC has been identified as an unprecedented opportunity to provide a range of new housing, community and cultural facilities for Hertsmere during the next 15 years. This Area Action Plan (AAP) identifies policies that will guide the development of the area <del>in accordance with this vision and these objectives.</del> <u>Appendix 3 sets out a policy matrix which demonstrates how each of the policies in the AAP contributes to the delivery of its strategic vision and objectives, and highlights the consistency with the adopted Core Strategy.</u></p>

MM4	5	Box before 2.5	<p><b>Strategic Vision</b></p> <p>The redevelopment of the Elstree Way Corridor will provide <del>at least</del> <u>between 1,000 – 1,500 residential units</u> and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. <u>The main focus for activity will be in the identified opportunity area, which has the potential to accommodate up to 800 residential units and the provision of a new civic hub.</u> 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>
MM5	5	2.5	<p>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"> <li>• Provide improved and coordinated facilities for the delivery of a range of services to the public;</li> <li>• <u>Secure contributions through s106 agreements for the provision of a new primary school and improvements to the local highway network;</u></li> <li>• Improve the physical appearance of this important gateway into the town <u>by influencing the design of new developments and improvements to the public realm;</u></li> <li>• Link the commercial area of Borehamwood with the town centre;</li> <li>• Release land for a range of uses and help meet the Borough’s future residential development land needs;</li> <li>• Provide certainty and guidance to both landowners and developers; and,</li> <li>• Promote sustainable development and enhancements to the environment</li> </ul>
MM6	6	Figure 1	<p><b>Amended Figure 1 : EWC Policies Map:</b></p>  <div data-bbox="1545 893 2072 965" style="border: 1px solid black; padding: 5px; text-align: center;"> <p><i>Larger version in annex of this schedule</i></p> </div>

MM7	7	3.3	<p>The following development principles build upon the strategic vision for the residential led redevelopment of the EWC. <del>Development proposals which are not in accordance with these principles will be refused.</del></p> <p>The EWC will be planned and developed:</p> <ul style="list-style-type: none"> <li>a) To be representative of its significance when arriving into Borehamwood town centre from the A1;</li> <li>b) With improved connectivity and accessibility with the town centre and employment area with significant highway improvements;</li> <li>c) To integrate and maximise existing activities and development along the Corridor, including Elstree Studios, Imperial Place, the Civic Centre, and the Venue;</li> <li>d) To coordinate the release of land for a range of uses to help meet development needs;</li> <li>e) With a redesigned and improved Maxwell Park <u>(including the watercourse)</u> and additional open space; <del>and</del>;</li> <li>f) To a high level of design quality to create accessible developments, <u>consistent, where appropriate, with the Council's adopted Planning and Design Guide SPD (or any subsequent design guidance for the Elstree Way Corridor issued by the Council).</u></li> <li>g) <u>With a design and layout that minimises opportunities for crime;</u></li> <li>h) <u>With integrated refuse and recycling facilities, consistent with the Council's Technical Note on Waste Storage Requirements;</u> <u>and</u></li> <li>i) <u>With appropriate Sustainable Drainage Systems and green infrastructure to reduce flood risk, improve water quality and enhance the environment.</u></li> <li>j) <u>With an appropriate mix of housing types and sizes, and a level of Affordable Housing in accordance with the Council's Affordable Housing SPD; and</u></li> <li>k) <u>To contribute to the key infrastructure requirements in Policy EWC9.</u></li> </ul> <p><u>Appendix 3 sets out a policy matrix which demonstrates how each of the policies in the AAP contributes to the delivery of these principles.</u></p>
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MM8	7	Policy EWC1	<p><b>Policy EWC1: Development Strategy</b></p> <p>Development proposals in the Elstree Way Corridor (as defined by the EWC Policies Map) should:</p> <p>a. Provide safe, <u>sustainable</u> and convenient access <u>across the Elstree Way Corridor through walking, cycling to public buildings and spaces, and to public transport; including ensuring that access caters for the needs of those with limited mobility or those with and other impairments, such as reduced sight or hearing;</u></p> <p><del>b. Have a design and layout that minimises opportunities for crime;</del></p> <p>c. <u>Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design; , consistent with the Council's Technical Note on Waste Storage Requirements</u></p> <p><del>d. Be of a high quality design that contributes to improvements in the quality of the townscape by adhering to the design policies in the AAP</del></p> <p><del>e. Be planned in such a way that it is consistent with the proposed</del> <u>Facilitate the required</u> highways and public realm improvements <u>(Appendix 4);</u></p> <p><del>f. Provide a high quality landscape framework for the development and its immediate setting, to ; and,</del></p> <p><del>g. d. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.</del></p>
MM9	8	3.4	<p>The Council's preference is for sites to be brought forward together- <u>particularly where the development proposal forms a part of an identified 'opportunity site' (figure 5).</u> Many of the sites will be challenging to bring forward in isolation and will result in lost opportunities should they do so. Proposals to bring forward sites in isolation are less likely to be able to contribute towards the strategic vision and fail to maximise the development potential of a site, and the EWC as a whole.</p>
MM 10	8	Policy EWC2	<p><b>Policy EWC2: Comprehensive Development</b></p> <p>All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development within or adjoining the Elstree Way Corridor that would prejudice the comprehensive restructuring of the area will be refused.</p> <p>The Council's preference is for sites to be brought forward together. <u>Development proposals within the identified 'opportunity sites' should seek to deliver the comprehensive development of that site, including the provision of parking and open space.</u> Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:</p> <p>a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible;</p> <p>b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan;</p> <p>c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes; and,</p> <p>d. Development should be accessible by a range of transport options, including passenger transport. In particular, building development will be permitted if it :</p> <p>e. Makes optimum use of the land available, whether in terms of site coverage or height; or</p>

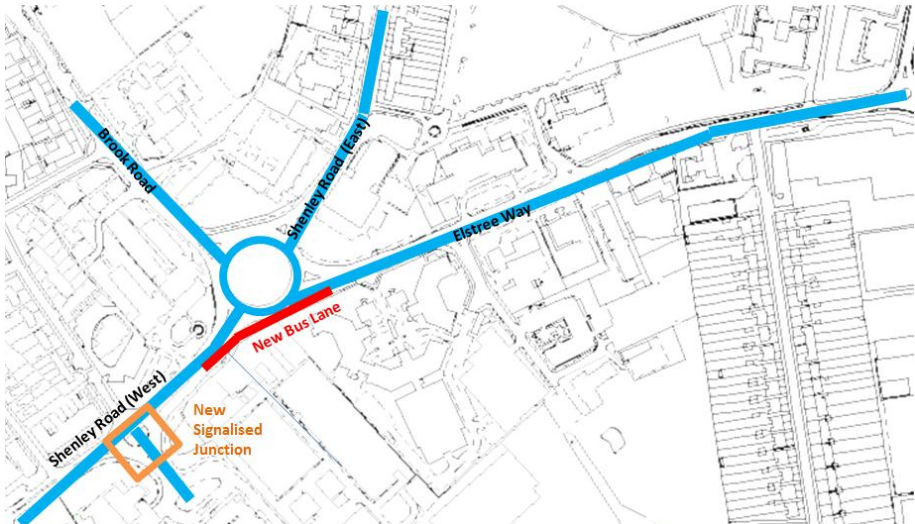
			<p>f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or</p> <p>g. Does not prevent other land coming forward for development in the future; or</p> <p>h. Helps to achieve a comprehensively planned development framework.</p>
MM 11	9	4.2	<p><del>At least 800 dwellings</del> <u>Up to 1,500 residential units</u> are anticipated to come forward within the EWC <u>over the plan period during the next 20 years.</u> , with at least 1,000 in the first 10 years of the plan. To date, approximately 500 units have already been delivered. The main focus for this growth will be in <del>These dwellings are to be provided within</del> the area defined on the Policies Map as the <del>'identified area of opportunity'</del> <u>'identified opportunity area'</u>, which is anticipated to deliver up to 800 units, of which 114 have already been delivered.</p>
MM 12	9	4.8	<p>The Council's Strategic Housing Market Assessment (SHMA) and housing waiting list identifies a need for additional 3-bed units within Hertsmere, for this reason it is appropriate that proposals be required to address this shortfall in provision <u>where it is viable to do so considering all other policy requirements.</u> In particular, sites within the lower density band will be expected to <u>provide 3 bed units.</u> Policy CS7 of the Core Strategy requires development over 10 units (gross) to contain some variation, and sites with over 25 units to reflect a mix which reflects housing need (Chapter 4, Draft Affordable Housing SPD, November 2011).</p>
MM 13	10	EWC3	<p><b>Policy EWC3: Housing Density and Distribution</b></p> <p><del>At least 800 dwellings</del><u>1000 residential units</u> will be provided across the EWC-, <u>with the potential for 1,500 units to be provided within the plan period.</u> The main focus for development will be within the <u>'identified opportunity area'</u> indicated in figure 1, <u>which has the potential to accommodate up to 800 residential units in total.</u> Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.</p> <p>Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.</p> <p>A mix of types of homes will be provided within the Elstree Way Corridor. <del>Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units.</del> Flatted development will take place along Elstree Way and houses will be developed where <del>new development meets sites about</del> the existing residential areas of Shenley Road and Bullhead Road.</p> <p><u>Housing developments in excess of 25 units (gross) will contain some variation in housing mix by type and size. Any planning application for such a development should include a statement addressing the proposed housing mix, explaining why the mix is proposed and how it reflects the local housing market, viability, site layout and density. Development proposals should aim to deliver a proportion of 3 bed units, particularly where new houses are proposed; where this cannot be accommodated this should be justified in the statement.</u></p>

MM 14	11	Figure 2	<p><b>Amended Figure 2: Density areas</b></p>  <div data-bbox="1541 225 2069 300" style="border: 1px solid black; padding: 5px; text-align: center;"> <p><i>Larger version in annex of this schedule</i></p> </div>
MM 15	12	4.9	<p>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. <del>However, if any service providers consider relocating outside of the EWC, the Council will seek their retention within Borehamwood.</del> A cluster of public sector activities inside of and around a refurbished Civic Offices would unlock development sites and maximize development potential.</p>
MM 16	12	4.11	<p>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 Hertfordshire County Council will seek to identify 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 <u>as to be capable of accommodating a range of community activities 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>
MM 17	12	4.12	<p><del>Should, as preferred, an alternative site for a Primary School be found within Borehamwood, the open space will remain in use as such. However, any loss, reduction or displacement of the Girl Guide Hut and Maxwell Park Community Centre will not be permitted unless (1) it can be demonstrated that they are surplus to the needs of the local community or are no longer fit for purpose and (2) any required equivalent reprovision nearby, within an existing or new building (single or multi-use), is satisfactory for all of its users. Any proposals for the development of the reserve site for a new 2 form entry Primary School (opportunity site 7) would be considered against Policy CS19 (Key community facilities) of the Core Strategy and would be required to include an up to date assessment of need for the community facilities currently provided within the Girl Guide Hut and Maxwell Park Community Centre and demonstrate that suitable provision could be made available nearby within an existing</del></p>

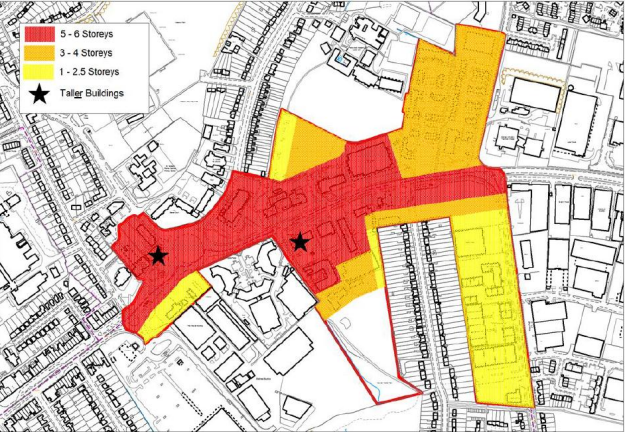
			<p><u>or new building (either single or multi use) to accommodate any loss, reduction or displacement of those facilities caused by the development to the satisfaction of all its users.</u></p> <p><u>Should, as preferred, an alternative site for a Primary School be found within Borehamwood, the open space will remain in use as such.</u></p>
MM 18	12	4.15	<p>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 undermined by new retail floorspace outside the centre. <u>The EWCAAP is therefore <b>does</b> not a suitable location for retail development and proposals for or including retail development will be refused. <b>allocate sites for additional retail development</b>; any proposal for retail development would be considered against Core Strategy Policy CS27 (Town centre strategy).</u></p>
MM 19	13	4.19	<p>New development will be required to make provision for improvements to existing and additional community infrastructure. Following discussions with health providers, it is known that there <del>may be</del> <u>is</u> a future requirement for additional GP facilities. <del>although the local Clinical Commissioning Group have advised that presently there is GP capacity in the town.</del> The Council has identified two alternative locations for a new health facility: <del>(1) at the front of the former Oaklands College site which may no longer be required for the education facility intended as part of the original residential development of Oaklands College and if this does not become available (2) as part of the emerging multi-service public sector cluster on part of the land currently occupied by the single storey library, nursery and health centre buildings.</del> <u>a reserve site, which has been identified on land immediately to the north-east of the Civic Offices, owned by Hertsmere Borough Council. A preferred site on part of the land currently occupied by the single storey library, nursery and health centre buildings (opportunity site 4) and a reserve site on land immediately to the north-east of the Civic Offices (opportunity site 3). This reserve site would also be appropriate for any temporary decanting of existing healthcare facilities during the development of opportunity site 4.</u></p>
MM 20	13	4.19	<p><b><i>Insert new paragraph after:</i></b>  <u>The site to the front of the former Oaklands College (opportunity site 10) is allocated for the provision of a new education facility, as part of a mixed use development, including use as a community facility outside the normal hours of operation by the college. Subject to the feasible provision of such facilities on the lower floors, the site will also be permitted to contain residential units within the same development, which should be broadly consistent in scale, mass and siting to the building permitted under the extant consent (APP/N1920/A/09/2112659).</u></p>

MM 21	13	Policy EWC4	<p><b>Policy EWC4: Supporting Community Facilities</b></p> <p>All new development will be required to make provision or support for the proposed improved and additional community facilities. Particular-locations or reserve sites to accommodate new/improved-community facilities are identified in <u>figure 1</u>.</p> <p><u>Development proposals in identified opportunity sites should not put at risk the ability to deliver the following facilities:</u></p> <p>a) <del>Provision of a new police front desk at the Civic Centre</del>  <del>b) a) Retention of the Civic Centre with future potential for intensification of public services and civic activities (opportunity site 3)</del>  e) b) <u>Retention of Relocated fire station within the Elstree Way Corridor (opportunity site 4)</u>  c) <u>New education facility and associated community use (opportunity site 10)</u>  <del>d) Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road</del>  d) <u>A new health facility (opportunity site 4 / opportunity site 3)</u></p> <p><u>Financial contributions will be sought from new development to deliver the following facilities:</u></p> <p>e) <u>Improvements to Maxwell Park</u>  f) <u>A new 2FE Primary School (opportunity site 7)</u>  g) <u>New and/or enhanced new open / civic space including around the war memorial</u>  h) <u>A new health facility (opportunity site 4 / opportunity site 3)</u></p> <p><u>Direct financial contributions through s106 agreements are only sought for a new school, as set out in Policy EWC9. Improvements to Maxwell Park, new open space and the new health facility will be considered for funding via the Community Infrastructure Levy once appropriate schemes have been identified.</u></p>
MM 22	14	5.2	<p>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 <del>to be considered</del> <u>are:</u></p> <p>a) <del>Pedestrian and, cycle and public transport</del> movement across Shenley Road roundabout improved, including new <del>and</del> / improved crossings; <u>and the provision of a new bus lane;</u>  b) Minor realignment of the carriageway to allow for improved pedestrian and cycle movement;  <del>e) Pedestrian and cycle movement across Tesco roundabout</del>  c) <u>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 mainline rail station;</u>  d) Improved off carriageway cycle lanes to be provided in both directions on Elstree Way <del>and</del>, Brook Road <u>and Shenley Road;</u>  e) Possible repositioned vehicular entrance to Elstree Studio and improvements to pedestrian access;  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; <del>and,</del>  g) New bus shelters, street furniture and planting; <del>and,</del>  h) <u>Providing links and facilities at destinations outside the EWCAAP ( e.g. Elstree and Borehamwood railway station, shops, schools, leisure facilities).</u></p>



MM 23	15	Figure 3	<p><b>Replace Figure 3 with new figure 3</b></p> 
MM 24	16	5.3	<p><b>Deletion of paragraph 5.3</b></p>
MM 25	16	5.4 (first of duplicate paragraph reference)	<p>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> <p><b>Insert new paragraph after:</b>  <u>Appendix 4 outlines the schematic highway scheme. The implementation of the highway scheme will be subject to detailed design and modelling in agreement with HCC.</u></p>

MM 26	17	EWC6	<p><b>Policy EWC6: Public Realm and Townscape</b></p> <p>All new development will be required to make a positive contribution to the quality of the public realm. Development must:</p> <ul style="list-style-type: none"> <li>a. Promote active building frontages that contribute to the public realm visually and functionally <del>by providing active building frontages and</del>, <u>including</u> ground floor uses that face onto the public realm, <del>including and new and</del> or improved building frontages;</li> <li>b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;</li> <li>c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;</li> <li><del>d. Accommodate a range of functions and activities within the public spaces;</del></li> <li><del>e d.</del> <u>Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design, with bolder larger buildings with active frontages designs along principal routes. Development and spaces and designs of a more intimate nature along secondary routes should be consistent with the existing residential form ;</u></li> <li><del>f e.</del> <u>Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and</u></li> <li><del>g f.</del> <u>Specify management and maintenance regimes for areas of the public realm.</u></li> </ul> <p><u>Further guidance as to how to make successful planning applications to which this policy applies is provided in Part D of the Council's adopted Planning and Design Guide SPD and its Streetscape Manual.</u></p>
MM 27	19	6.12	<p><b><i>Insert new paragraph after:</i></b></p> <p><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></p>
MM 28	19	6.16	<p><del>In the right place, buildings</del> <u>Development should not exceeding the general building heights shown in figure 4. Higher buildings may be appropriate where there is no adverse impact on the living conditions of the occupiers of neighbouring residential buildings with particular regard to outlook, daylight/sunlight and privacy. will be acceptable.</u> Taller buildings should be of excellent architectural quality and designed in full cognisance of their likely impact on the immediate surroundings and the wider environment. <del>Suitable locations where taller buildings may be acceptable be are shown on</del> <u>Any development proposals that exceed the general building heights indicated on Figure 4 must be accompanied by an assessment of the impact on neighbouring residential buildings. The proponents of any such proposals should seek pre-application advice and undertake consultation with the local community. Locations where there is the potential for taller buildings are indicated on Figure 4.</u></p>

MM 29	20	Figure 4	<p><b>Amended Figure 4: General Building Heights</b></p>  <div data-bbox="1525 292 2056 368" style="border: 1px solid black; padding: 5px; text-align: center;"> <p><i>Larger version in annex of this schedule</i></p> </div>
MM 30	21	6.20	<p>The AAP does not establish EWC specific non-residential parking standards and therefore proposals must be consistent with Hertsmeire Borough Council's Parking Standards SPD. <u>Parking standards in relation to the school, health facility and educational facility will be determined once operational requirements are identified. In addition to new parking provision, there are already a significant number of car parks within or adjacent to the EWC and the Council will expect opportunities for the use of shared parking facilities, including for the proposed community facilities, to be considered.</u></p>
MM 31	22	Policy EWC8	<p><b>Policy EWC8: Parking Requirements</b></p> <p><b><i>Residential Parking</i></b>  Parking requirements for new residential development within the Elstree Way Corridor shall be determined in accordance with Table 2. Proposals shall apply a minimum parking standard of 1 space per residential unit for all units of 3 bedrooms or fewer. <del>Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at offpeak times.</del> Proposals for residential units of 4 bedrooms or more shall apply an average minimum parking standard of 1.5 spaces per dwelling.</p> <p><b><i>Non-residential Parking</i></b>  Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis where there is no existing standard for that particular use set out in the parking standards SPD.</p> <p><b><i>Shared Parking</i></b>  <u>On-site parking standards could be reduced where the co-ordinated delivery of two or more sites are able to share existing or new parking, particularly where the uses proposed will operate at different times during the day. Any proposal that seeks to share parking provision must be accompanied with an assessment of the suitability of the parking arrangements; where acceptable, the arrangement must be kept in perpetuity through a s106 agreement.</u></p>

MM 32	25	7.3	<p>As the proposed development requires the re-provision of a number of public facilities, <del>it is highly likely that a development partner approach will be favoured for a phase or series of phases of development, particularly where the development proposals are within the same opportunity site.</del> Such an approach would allow the comprehensive development of the corridor <del>or parcels of the development.</del> 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 <del>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.</del></p>
MM 33	26	7.8	<p>This AAP identifies the infrastructure which will be required to unlock strategic sites and deliver the EWC Vision. <u>The Council has published a 'Developer Contributions Framework' (DCF) which outlines in Section 9 how development will be required to contribute towards the strategic infrastructure requirements. The DCF is an online resource and will be kept under review and updated where appropriate with revised costs and delivery timescales.</u></p>
MM 34	26	7.9	<p><del>The AAP does not attempt to determine a Section 106 tariff for the AAP area and strategic sites. The AAP makes a positive contribution towards this process by identifying the critical and essential infrastructure that are required, the phasing of when it is required, the key agencies who are responsible for helping to secure this infrastructure and the potential development trajectory which is both unlocked by, and could potentially contribute towards, delivering this infrastructure.</del> <u>The Council adopted the Community Infrastructure Levy (CIL) on 17th September 2014, with CIL to come into effect on all applications determined on, or after 1st December 2014. The majority of the opportunity sites fall within the 'Elstree Way Corridor charging area' (as indicated in Figure 5) which has a nil rate for residential development. Residential development in this area will not pay CIL, but instead will contribute to the primary school and highways improvements through s106. Opportunity site 12 falls within adopted 'CIL Area A'; development on this site will therefore not be subject to the s106 financial contributions highlighted in Policy EWC9. Further opportunities to enhance the area that are not directly required to enable development, such as improvements to bus facilities at Elstree and Borehamwood 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>
MM 35	26	Policy EWC9	<p><b>Policy EWC9: Developer Contributions</b></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 network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.</p> <p><u>S106 planning obligations will be used to provide direct financial contributions from development in opportunity sites 1-11 towards;</u></p> <p>a) <u>A new Primary School (with associated early years provision)</u>  b) <u>The Highway Improvements</u></p> <p><u>The proposed Health Facility, improvements to Maxwell Park and improved open / civic space will be considered for funding</u></p>

through future CIL receipts.

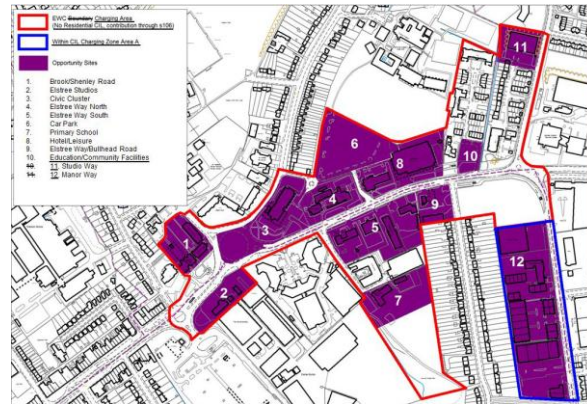
On-site infrastructure requirements to mitigate the specific impact of development proposals will be required. Further guidance is provided in Section 6 of the Council's Developer Contributions Framework.

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Figure 5

**Amended Figure 5: Opportunity Sites**



*Larger version in annex of this schedule*

MM 37	27	Box 4	<p><b>4. Elstree Way North</b></p> <ul style="list-style-type: none"> <li>• Mixed use development including residential, opportunity to develop cluster of civic and public service activities linking in with an enhanced Civic Centre.</li> <li>• General building heights of between 5-6 storeys.</li> <li>• <del>Existing nursery to be reprovred within Borehamwood although not necessary within the Elstree Way Corridor.</del></li> <li>• <del>Main v</del> <u>Vehicular access from the north of the site. 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></li> <li>• Development should provide high quality frontage to improve the local views along Elstree Way.</li> </ul>			
MM 38	28	Box 10	<p><b><i>Insert new box before:</i></b></p> <p><b><u>10. Education Facility</u></b></p> <ul style="list-style-type: none"> <li>• <u>Provision of a new education facility on the lower floors with community uses out of hours.</u></li> <li>• <u>Residential development on the upper floors of the proposed education facility.</u></li> <li>• <u>General building heights of 3 to 4 storeys.</u></li> </ul>			
MM 39	29	Development Framework section of table	Housing Delivery	<u>Development proposals to allow sufficient open space and car parking to be accommodated across the relevant opportunity site.</u>	<u>Review implementation of policy. Reassessment of AAP development potential and design requirements.</u>	EWC2

MM 40	29	Land Use strategy section of table	Development dwelling mix	<p><u>On sites in excess of 25 units, If the provision of mixture of dwelling types and sizes is are to be proportionate disproportionate, in relation to Borough dwelling mix targets.</u></p>	Review implementation of policy.	EWC3
MM 41	29	Land Use strategy section of table	Support and provision of community facilities.	<p><del>100% of developments are expected to make provision or support new and improved community facilities</del></p> <p>a) <u>Development in opportunity sites 3, 4 and 10 allow for the siting of the identified community facilities on site.</u></p> <p>b) <u>If delivery of a school on opportunity site 7 is progressed</u></p> <p>c) <u>S106 amounts collected consistent with the Developer Contributions Framework (DCF) to facilitate delivery of the Primary School</u></p> <p>d) <u>Sufficient future CIL contributions allocated to deliver other community facilities (Improvements to Maxwell Park, Civic Open Space and health facility)</u></p>	<p><del>Where developments fail to meet the threshold the council will review the implementation of policy and development viability in EWC</del></p> <p>a) <u>Review implementation of policy. Reassessment of AAP development potential and design requirements</u></p> <p>b) <u>Assess current community facilities in the local area. Any loss, reduction or displacement to be re-provided within an existing or new building in the local area to the satisfaction of the current users.</u></p> <p>c) <u>Reassess viability and review DCF</u></p> <p>d) <u>Review 'Regulation 123 list' (Part of DCF).</u></p>	EWC4

MM 42	30	Movement Framework section of table	<table border="1"> <tr> <td data-bbox="555 229 772 896">Implementation of connectivity improvements</td> <td data-bbox="772 229 1196 896"> <p><del>The Council will monitor the progress of the implementation of connectivity improvements</del></p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p> </td> <td data-bbox="1196 229 1955 896"> <p><del>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</del></p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p> </td> <td data-bbox="1955 229 2078 896">EWC5</td> </tr> </table>	Implementation of connectivity improvements	<p><del>The Council will monitor the progress of the implementation of connectivity improvements</del></p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p>	<p><del>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</del></p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p>	EWC5
Implementation of connectivity improvements	<p><del>The Council will monitor the progress of the implementation of connectivity improvements</del></p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p>	<p><del>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</del></p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p>	EWC5				



MM 43		Delivery and implementation' section of table	Monitoring of specific contributions to initiatives set out in policy.	<p><del>100% of developments to provide appropriate level of contributions (s106).</del></p> <p>a) <u>Development in Opportunity Sites 1 to 11 to contribute the necessary S106 amounts towards the Primary School and highway Improvements as set out in the DCF.</u></p> <p>b) <u>Sufficient future CIL contributions allocated to deliver other community facilities (Improvements to Maxwell Park, Civic open Space and Health Facility)</u></p>	<p>Monitoring of the finances requested and collected</p> <p>a) <u>Reassess viability and review DCF</u></p> <p>b) <u>Review 'Regulation 123 list' (Part of DCF).</u></p>	EWC9
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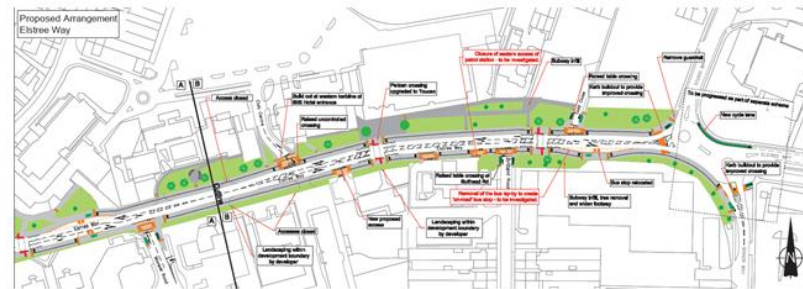
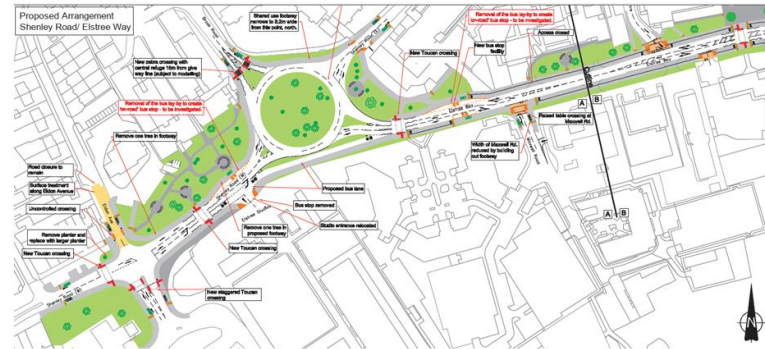
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section

**Insert after page 34**

**Appendix 4 – Proposed Highway Improvements**

Further technical details and costs can be found in Section 9 of the 'Developer Contributions Framework' available on the Council's Website

Larger Versions in Annex of this  
schedule



**ANNEX –Main modifications :**

**MM6**

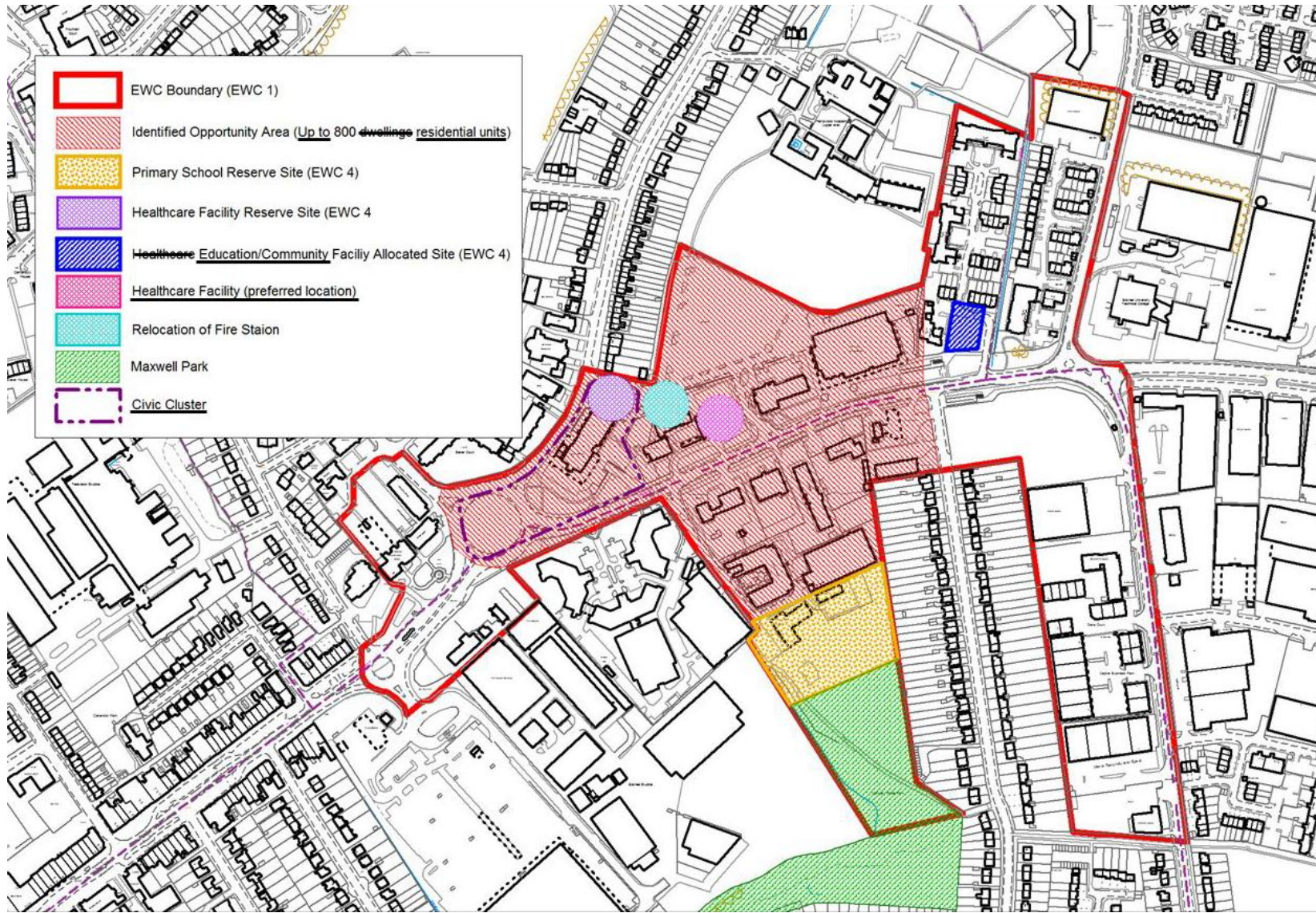
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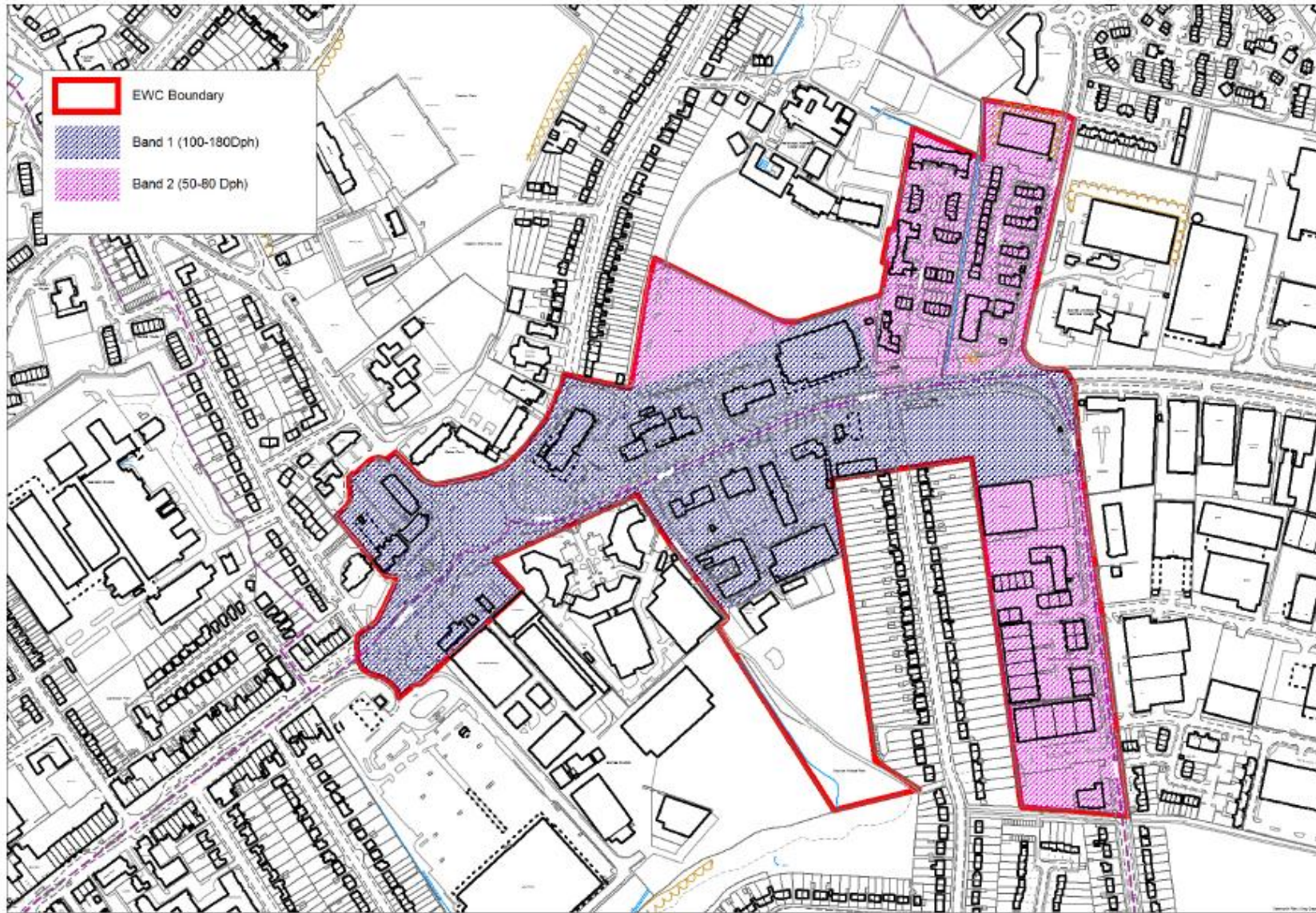
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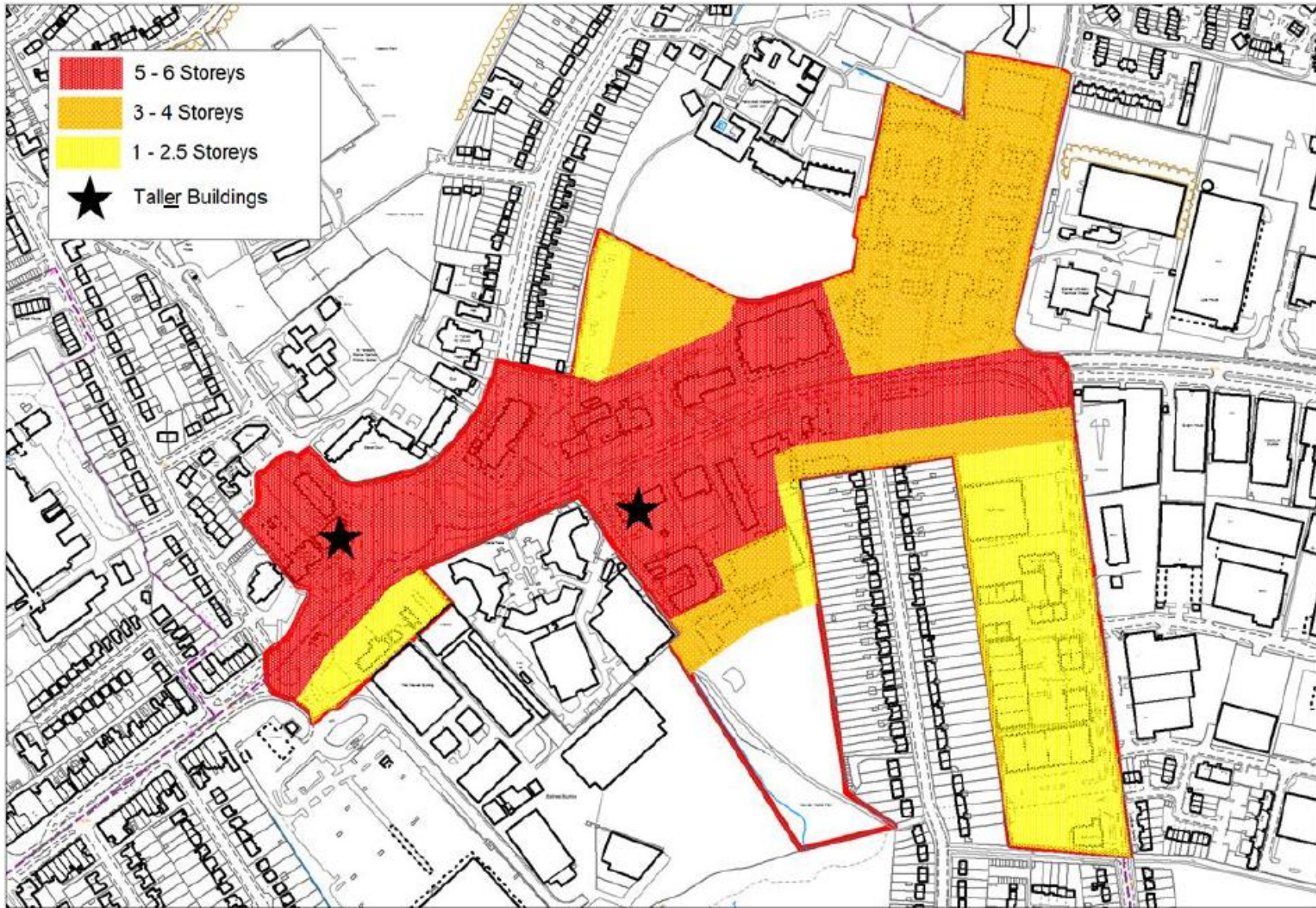
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**MM44**

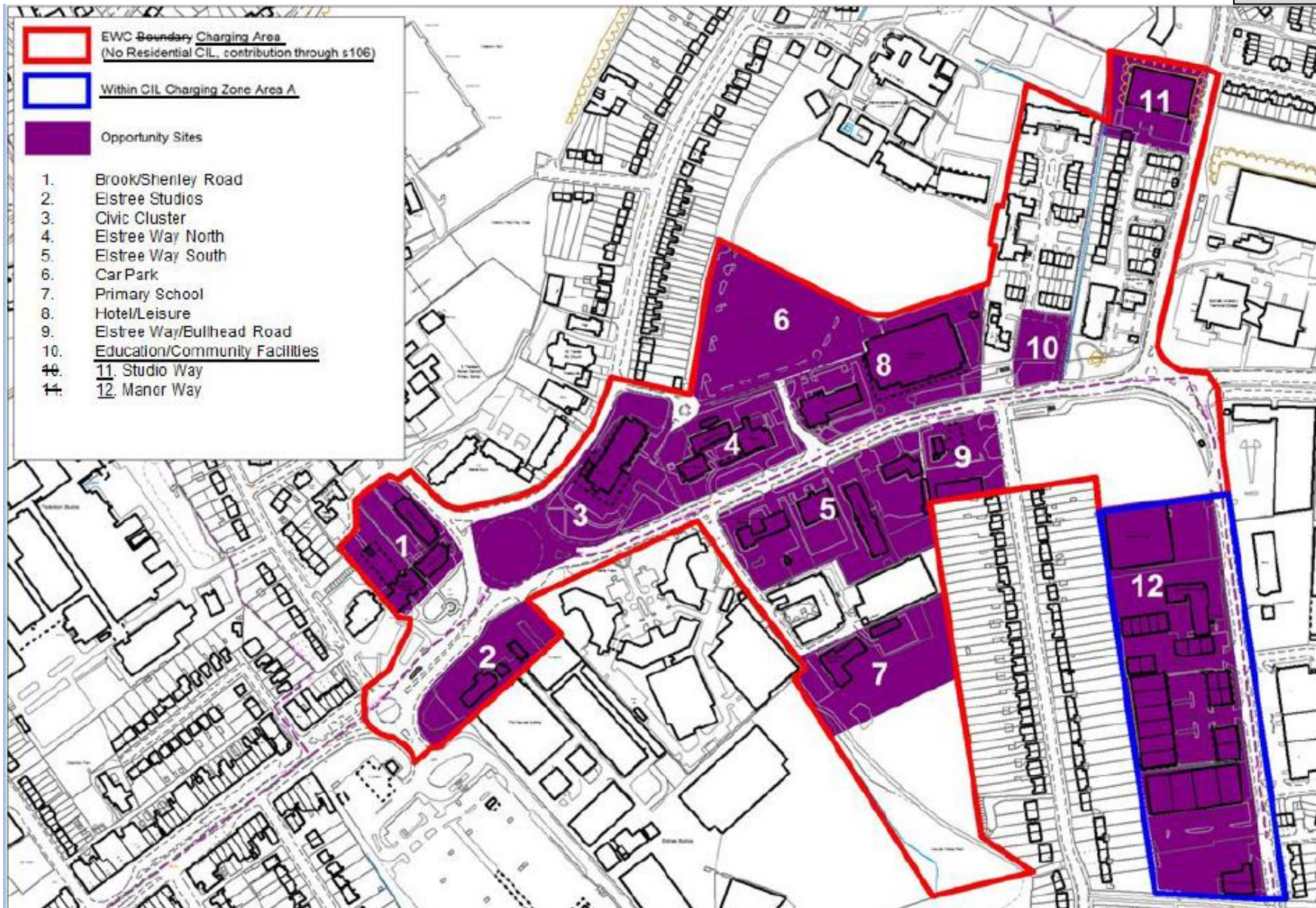
**MM45**

















## Appendix 4 – Proposed Highway Improvements

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