

*Waltham Cross Town Centre Planning Framework Consultation
Comments received and Council Response (January 2022)*

Comments received

Public consultation took place between May and July 2022.

8 individuals and 16 organisations responded as follows: British Telecommunications plc; Natural England; Lee Valley Regional Park Authority; Homebase freeholder; Thames Water; TFL (operations and commercial department responded separately); Fishpools furniture store; Royal Mail; Hertfordshire County Council Growth & Infrastructure team; IKEA; Historic England; Environment Agency; Wickes Group Plc/Schroders Real Estate; Homebase.

For data protection reasons the names of individual respondents are not shown.

Individuals:

No.	Consultee	Comments received	Council Response
1	Owner of 149 High Street.	<p>I am quite alarmed at a glaring error in your "Draft Waltham Cross Town Centre Planning Framework" In the Framework you state that you have "Acquired" 149 High Street. I am the Owner of the Freehold of 149 High Street (Dental Practice) and have never received any communications from Broxbourne regarding my property. I have not even been approached by the Council regarding any intention of opening discussions about you possibly acquiring it.</p> <p>This is extremely odd and if it is your intention to acquire it then negotiations will not be a five minute affair if it is your intention to acquire within the next couple of years.</p> <p>I would like a clear explanation of the wording in your document and would like to know what your timetable is should you decide to proceed with this project of which my property appear to be included in the earliest phase of redevelopment</p>	<p>This error has been corrected in the final version of the document, and a plan of the Council's landownership added. The following wording has also been added:</p> <p><i>"Policy WC2 of the Local Plan identifies that housing will be constructed on this site, including shops/commercial ground floor uses in accordance with a comprehensive masterplan, and that incremental development will be resisted. The policy also states that if necessary, compulsory purchase will be pursued by the Council."</i></p> <p><i>"A further issue relates to the ownership of 149 High Street. In order to achieve the comprehensive redevelopment of the site allocation in accordance with the Local Plan site allocation Policy WC2 cited above, the Council is likely to seek to acquire that property, by negotiation in the first instance, with the provisions for Compulsory Purchase set out in Policy WC2 being exercised only as a last resort."</i></p>

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2	Local resident	<p>I'm very happy that Broxbourne council finally decided to invest in Waltham Cross to make real changes instead of just a make up touches.</p> <p>In the plan, there is no information about what's going to happen to Pavilion shopping centre. Is it going to stay same or more interesting retailers coming ?</p> <p>Why would there be a need for a hotel in middle of the shopping centre ?</p> <p>There is no information about playgrounds for kids as there will be increase in population due to residential developments.</p> <p>How about play grounds for kids as there are literally none around this area !</p> <p>And we will need a supermarket within this plan too as not many people willing to go Lidl or small Sainsburys inside the shopping centre which closes at 6pm.</p> <p>Please also invest more disabled parking as the current ones aren't enough for current population anyway.</p>	<p>The purpose of the Planning Framework is to provide a general framework for understanding the scale of development that the Council might expect to come forward.</p> <p>A new Travelodge hotel is currently under construction at the former Poundland site. However, with the increased activity that may be experienced in the town centre through the levels of development that the Framework anticipates, there may be demand for a further hotel at some point in the future. A hotel located above the shops is a reasonable option that could assist in improving the viability and prospects for redevelopment.</p> <p>A new Aldi supermarket is likely to be constructed adjacent to Homebase following the outcome of a Public Inquiry.</p>
3	Local resident	<p>Very very excited to see Waltham cross may get a revamp! It's about time! I'm 30 years of age and I've never seen that town change. Cheshunt town needs some serious change too!</p> <p>In my opinion, what is lacking most is independent artisan shops, bakeries and coffee shops!</p>	Noted
4	Local resident	<p>I wish to make clear my objections to the "Reintroduction of light traffic during the evenings" and "New on-street car parking spaces".</p>	<p>The Council has undertaken a separate consultation in respect of plans to reintroduce traffic to the High Street. Mention of this scheme in the Framework document is provided for context only.</p>

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		<p>These proposals are contrary to the general principles that have been outlined within the consultation draft.</p> <p>Firstly, in regards to general principles a, b, and c, the reintroduction of traffic poses a threat to the Eleanor Cross which is key to “the character and identity of Waltham Cross” and is one of our towns “features of historic and architectural merit”. It is known that “Air pollution accelerates the natural processes of deterioration of the materials of... and monuments, causing premature aging and reducing their aesthetic value”¹. Additionally, the provision of parking spaces only encourages people to drive more², and the opening of new roads leads to ‘induced demand’³ which again means more drivers. ‘Light’ traffic cannot be guaranteed. The potential for damage to the Eleanor Cross from air pollution is therefore likely to increase. That is not to mention the risk of potential collisions with Eleanor Cross that would be introduced, and would not be something that could be solved with electric vehicles. New petrol and diesel vehicles still being available for sale as late as 2030, with their potential use going much later.</p> <p>Given the air pollution that will result from “light traffic” and “New... parking spaces”, the plan will also be contrary to general principles c, i, and k. Furthermore, g, which asks for “adequate mitigation for air quality impacts” is not good enough. Why mitigate an issue that you introduced unnecessarily? Mitigation also does not mean an elimination of the pollution that would be caused, again unnecessarily. Given the harm that traffic</p>	<p>The Council is working with Historic England to ensure that impacts on the Eleanor Cross monument are avoided.</p> <p>The issue of induced demand is not relevant in the context, because the object of the exercise is to contribute to the increased activity in the evenings, in a similar way to Hoddesdon, where limited vehicular access to the town centre to traffic was reintroduced successfully a number of years ago.</p> <p>Air quality will not be a significant issue because only light traffic will be admitted during the evening only, and not in close proximity to residential dwellings which are above street level.</p>

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		<p>and parking introduces, general principle i should be removed. The plans would also roll back what successes Broxbourne Borough Council has had in improving air quality and is against the advice given to the council to “focus on reducing traffic volumes”⁴.</p> <p>Both proposals also take up space. Space that could be used in a manner that actually contributes to well-being and character of the community. It provides no benefit to the community, only needless harms at a time when other councils are making their high streets and centres pedestrian only. To reintroduce traffic would be a step backwards, not progress.</p>	
5	Local resident	Looks good but LEAVE FISHPOOLS ALONE it is a beacon people come to Waltham cross just to visit fishpools and moving it will be detrimental to the town. I go there every week with friend for coffee and shop there too.	Fishpools Furniture Store has indicated that it plans to relocate because its existing town centre store does not meet its requirements. The Council is working with Fishpools to ensure that the store remains within Waltham Cross rather than moving out of the borough.
6	Resident of Sawyers Court	<p>As a lot of the properties are shared ownership what would be done so residents could find local affordable like for like housing?</p> <p>We currently reside at Sawyers Court and have had no correspondence regarding the plans. Can you confirm what/ if/ when correspondence has been sent to the residents of Sawyers Court.</p>	<p>The general proposal for redevelopment as part of a mixed-se development was set out in the Local Plan, which was adopted in 2020 following public consultations in 2016 and 2017. The current document adds little detail. No specific proposals have been produced yet, and the prospects for redevelopment of Sawyers Court have receded. Therefore it is not necessary to undertake engagement with the residents at this stage. By way of clarification, the following text has been added to the document:</p> <p><i>“However, in order to achieve the redevelopment of the site, alternative accommodation would need to be made</i></p>

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			<p><i>available for the existing residents, who include a mix of owner-occupiers and social tenants. Within the scope of the Local Plan Northern High Street site allocation it had been anticipated that a mixed-use redevelopment of the Homebase site could have facilitated this alternative housing provision, however, the outcome of the recent Public Inquiry into the proposal for an Aldi supermarket means that the Homebase site is unlikely to become available for the foreseeable future. Nevertheless, the site remains a prominent gateway to the town centre and should opportunities arise in future, the Council will work with all the interested parties, including the residents, to achieve a positive outcome. In the event that the prospects for redevelopment are reawakened in the future, extensive engagement with all the affected residents of Sawyers Court, and provisions put in place to ensure that their wellbeing is fully taken into account.”</i></p> <p>Finally, Sawyers Court has been reclassified from a ‘long term opportunity’ to a ‘Long Term Aspirational Site’.</p>
7	Local resident	I really hope everything goes well and the plans go ahead think it will be a great idea, I hope you could email me back with the outcome please.	Noted. All consultees added to database for notification of outcomes.
8	Local resident	I work at Thickbroom Chartered Accountants, we are situated at 147A High Street, Waltham Cross and would like more information regarding the developments plans for the High street. We have been located at this site for 40 years and can see plans have been made to relocate some business. How will these plans effect our building? I did look at the plans and it looks as though our building will be demolished and rebuilt. Does this mean we will have to move sooner rather than later? I	<p>The following text has been added to the document to address these points:</p> <p><i>“During the public consultation the issue of protections afforded to current tenants and shopkeepers was raised. The Council has recently renewed the tenancy agreements and so this will not be an issue for a number of years. Some of the properties are protected under Part II of the Landlord and Tenant Act 1954, regarding</i></p>

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		appreciate we have to respond to the consultations but we haven't really had any consulting other than being told by a staff member of the plans.	<i>security of tenure options. Should any of the tenancies not be protected under the Landlord and Tenant Act then the Council will still seek to provide alternative premises for the occupiers ahead of any redevelopment. In all cases the Council will speak to the tenants, whether on protected tenancies or not, at an appropriate time, to discuss options and timescales."</i>

Organisations:

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1	British Telecommunications plc	I can confirm that the site remains operational and will remain so for the foreseeable future therefore BT have no intention to dispose of the site.	Noted. The following text has been added to the document to address this point. <i>"During the public consultation, British Telecommunications plc, which owns the site, stated that the site remains operational and will remain so for the foreseeable future therefore BT have no intention to dispose of the site. The Council recognises that position and has therefore reclassified the site as a 'long term aspiration site' so that, in the event that the company's position changes in the future, it is clear that redevelopment to maximise the benefits of the site to an improved street scene and the town centre would be welcomed."</i>
2	Natural England	Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England has no comments to make on the Waltham Cross Town Centre Planning Framework The lack of comment from Natural England should not be interpreted as a statement that there are no impacts	Noted

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		<p>on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.</p>	
3	Lee Valley Regional Park Authority	<p>Thank you for consulting the Lee Valley Regional Park Authority on the Planning Framework for Waltham Cross Town Centre. The principle of a framework document to guide development within the town centre is supported and the opportunity to comment is welcomed. An officer level response is set out below focused on those points of most relevance to the Regional Park.</p> <p>The Regional Park is a key leisure and open space resource located within close proximity to Waltham Cross town centre. Significantly the High Street is approximately 15 to 20 mins walk (and 6 mins cycle ride) from the Olympic legacy Lee Valley White Water Centre and the River Lee Country Park. Waltham Cross station is even closer and provides a key rail link into London serving the Regional Park and likewise the bus station offers good services for those wishing to access the Park.</p> <p>The Authority's plan of proposals for the future use and development of the Regional Park – the Park Development Framework (PDF) recognises the potential of Waltham Cross and includes area based proposals to improve pedestrian and cycle access</p>	The importance of the Park Development Framework and the linkages between the town centre and the Lee Valley Regional Park is acknowledged.

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		<p>between the Park, the River Lee Country Park and Waltham Cross – 6.A.4 River Lee Country Park Visitor proposals state: <i>Work with public transport operators to improve access by public transport to each entrance to the River lee Country Park.</i> and for South River Lee Country Park: <i>Work with Broxbourne Borough Council and Hertfordshire County Council to improve the quality and accessibility of walking and cycling routes into the Park from Waltham Cross Station with the provision of clear directional signage along the main routes and from adjoining residential areas</i> Broxbourne Council is supportive of the majority of the PDF Proposals and Local Plan Policy LV1 ‘Lee Valley Regional Park’ supports “the Lee Valley Regional Park Authority in the continuing improvement of the Regional Park” The Waltham Cross Town Centre Planning Framework includes a section on Infrastructure Planning (Section 3) which acknowledges the fact that new development will require ‘supporting infrastructure’ including transport and green infrastructure. It also refers to the accessibility of the town centre in relation to the rest of the Borough. It would be helpful if the Framework could highlight the existing links to the Regional Park and the opportunities that new development and the reconfiguration of sites and the high street will bring to improve the quality of these routes, associated wayfinding and potentially create new linkages for pedestrians and cyclists. It is also not clear within the Framework whether any changes are proposed to bus routes and services to</p>	<p>The document does not propose changes to bus routes. S106 contributions to sustainable transport will be sought as developments come forward.</p> <p>The following text has been added to the ‘Infrastructure Planning’ section of the document:</p>

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		<p>better provide for the increase in residents – this may open up opportunities to enhance bus services to meet visitor and local leisure needs combined. Other access related provision might include cycle hire facilities with bikes provided at the station, the high street and potentially, the River Lee Country Park.</p> <p>It is understood that the planting of street trees, and the creation of pocket parks and green walls is being pursued through the town centre improvements project which will complement the Planning Framework proposals. The potential to extend the public realm improvements along routes leading between the town centre and the Park should be explored, particularly where these would enhance the townscape and improve safety. This would create better linkages between the different elements of green infrastructure and encourage more people to walk and cycle.</p> <p>Section 3 also states that “It is also proposed that new developments will incorporate adequate amenity space, given the lack of high quality open space within the town centre”. Guidance aimed at ensuring new developments incorporate sufficient amenity and open space to cater for the needs of new and existing residents is welcomed. This should help to alleviate pressure on the more sensitive areas of the Park and ensure there is a range of open space typologies available for public enjoyment.</p> <p>However this requirement is referenced as one of a number of general principles. It would be helpful if the opportunities for additional open space could be identified more clearly (alongside the existing spaces such as the Waltham Cross Playing Fields) within the Planning Framework, perhaps on the plan at Appendix</p>	<p><i>“With the bus station being located within the town centre, and the railway station just a short walk away, Waltham Cross town centre is the most accessible location in the borough of Broxbourne. The Council will work with Transport for London to ensure that the proposed public realm scheme for Eleanor Cross Road safeguards the operational needs of the bus station, taking account of any expansion plans.</i></p> <p><i>Opportunities for improved wayfinding and active travel provision to various destinations, including with the Lee Valley Regional Park, will be sought.”</i></p>

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		<p>A. From the information provided in the Framework document the opportunity sites identified within the town centre would bring forward well over 800 to 1000 new residential dwellings, plus a 60 bed Travel Lodge Hotel and potentially 135 bed aparthotel or residential equivalent. New open and amenity spaces to cater for this increase in residents could be planned, co-ordinated with, and delivered as part of the wider public realm improvements to ensure sufficient green infrastructure to accommodate people's leisure needs.</p>	
4	<p>Rookman Properties/LCP Investments (Homebase site owner)</p>	<p>We write on behalf of Rookman Properties Limited ("our Client") who is the freehold owner of the Site. Our Client is part of a group of companies owned by LCP Investments ("LCP"). Aldi Stores Limited (the "Appellant") has entered into an agreement for lease for the Site contingent on securing planning permission to grant for the refurbishment, extension and external alterations of an existing non-food retail unit (Homebase) to enable it to trade (the "Planning Permission"). We write in support of the Appellant's appeal against the refusal of the Planning Application by Broxbourne Council (the "Council"). I can confirm that the contents of this letter will also be submitted in objection to the Council's recently prepared draft Waltham Cross Town Centre Planning Framework (May 2022).</p> <p>The decision notice of 9 August 2021 includes the Council's five reasons for refusal:</p> <p>1 <i>The proposed development would undermine the Council's ability to pursue a comprehensive mixed use development in the allocated site contrary to policies WC2, DS1, PM1, RTC2 and DSC7 of the Broxbourne</i></p>	<p>See Council response below.</p>

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		<p><i>Local Plan 2018-2033 and the Waltham Cross Town Centre Strategy 2015 ("RFF1");</i></p> <p><i>2 The proposal presents a layout that is not considered to integrate the town centre and fails to enhance the character and appearance of the wider area. The proposal would not support the Council's aim of improving the connectivity of the northern high street area with the rest of the town centre. The proposal is considered contrary to policies WC2, PM1, DSC1, DSC3, DSC7 and DSC8 of the Broxbourne Local Plan 2018-2033 and the Waltham Cross Town Centre Strategy 2015 ("RFF2");</i></p> <p><i>3 The proposed development would not provide sufficient connectivity improvements for cyclists and pedestrians and improvements to promote the use of public transport. The proposal is therefore contrary to policies TM1, TM2 and TM3 of the Broxbourne Local Plan 2018-2033 and the NPPF ("RFF3");</i></p> <p><i>4 The proposal does not adequately address the shortfall in car parking spaces at the site and is therefore contrary to policy TM5 of the Broxbourne Local Plan 2018-2033 ("RFF4"); and</i></p> <p><i>5 Insufficient information has been submitted for the proposed roof plant equipment therefore the noise impact upon the amenity of neighbouring occupants is not fully addressed contrary to the policies EQ1 and EQ4 of the Broxbourne Local Plan 2018-2033 ("RFF5").</i></p> <p>The above reasons for refusal will be addressed in our response as referenced. Our client intends to provide their support for the Appeal and will be providing information in this letter to the Inspector on the background information which informs RFF1, RFF2 and RFF3. The letter sets out information why our Client is</p>	

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		<p>of the view that these reasons are ill-informed. Reasons RFF4 and RFF5 are better addressed by the Appellant.</p> <p>1 Background</p> <p>1.1 Our Client has retained a long-standing freehold interest in the Site. The Site has been subject to LCP intra-group transfers since its acquisition. The current use of the Site is as a Homebase.</p> <p>1.2 The original planning consent for a garden centre was granted in 1984.</p> <p>1.3 Our Client acquired the Site on 23 November 2000. At the time Homebase occupied the Site as a long-standing tenant and a new lease was granted by our Client when they acquired the freehold interest.</p> <p>1.4 Homebase benefits, by law, from a protected tenancy and rights to renew their lease for a period of up to 15 years. Accordingly, the whole of the Site is not available for redevelopment as Homebase wish to retain possession. Homebase do not intend on vacating the Site as it is a particularly successful store location in their portfolio.</p> <p>2 Pre-Application Discussions with the Council for a Mixed Use Scheme</p> <p>2.1 RFF1 primarily relies on a pre-application enquiry submission made by Lichfields on behalf of our Client for the redevelopment of the Site for a mixed use scheme.</p> <p>2.2 In mid-2018 after a difficult trading period Homebase had been subject to a change of ownership and had successfully sought approval of a CVA which resulted in both store closures and lease restructures across their portfolio. This pre-application enquiry was made when Homebase was subject to a CVA and was no more than an exploratory process by our Client to</p>	

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		<p>redevelop a potentially vacant property. This was one commercial option being explored by our Client as a property investor and did not constitute a fully considered, funded or fixed proposal for redevelopment.</p> <p>2.3 It is therefore understandable that our Client, was concerned about Homebase's long-term stability and were exploring, at that time, possible alternative options. A pre-application enquiry was therefore made for a mixed use scheme. However, the fact that a mixed use scheme did not go further than initial written pre-application advice in early 2019 emphasises that it was not an option that was looked at in comprehensive detail. The circumstances of why our Client engaged in pre-application discussions were only relevant at this particular point in time and are now no longer relevant.</p> <p>3 Pre-Application Discussions and Confidentiality</p> <p>3.1 Our Client is disappointed that confidential pre-application materials are being relied upon for the purposes of the Appeal and that this appears to form the basis of the Draft Town Centre Planning Framework's proposals for the Site.</p> <p>3.2 Pre-applications are a confidential exploratory process by potential applicants and local authorities, this information is not intended to be made public and does not constitute a fully considered scheme or proposal. We have written to the Council (letter enclosed) to state that we do not support reliance on the pre-application materials for the basis of the Council's case in this Appeal and we are of the view it should be given limited weight for the reasons outlined in that letter.</p> <p>3.3 We have also referenced an Information Commissioner's Office decision which notes that</p>	<p>Materials drawing on pre-application documents have been deleted from the final draft of the document.</p>

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		<p>preapplication materials are proprietary to the applicant and should not be disclosed by local authorities without their consent. It is therefore somewhat surprising that a basic massing model taken from the promotional architectural document for the 2019 scheme is being referred to in the draft Planning Framework as the 'preferred option' for residential development on the Site (see Planning Framework Page 13).</p> <p>3.4 The Council has used the confidential pre-application 'options appraisal' scheme as the template for future mixed use residential development on the Site without our Client's permission.</p> <p>4 Local Plan Allocation and Lack of Master Plan</p> <p>4.1 At present, our client is not supportive of the mixed use redevelopment of the Site. The scheme presented in the draft Framework was no more than an exploration of options by our Client for the reasons set out above.</p> <p>4.2 A mixed use scheme has not been tested for viability. On this basis, the suggested approach of the framework to the Appeal Site is fundamentally flawed.</p> <p>4.3 The Council's Local Plan 2018-2033 (the "Local Plan") policy WC21 (see footnote) adopted in June 2020 proposes a future mixed use development of the Site and is broadly worded. At present there is no master plan or comprehensive detail for a mixed use development on the Site. The policy and redevelopment of the Site is contingent on ensuring there is a comprehensive master plan for the Site to ensure that the existing retail use(s) are suitably relocated. To our</p>	<p>The Council is aware that the Rookman/LCP/Aldi proposals for a new Aldi Store were allowed by the Planning Inspectorate following a Public inquiry.</p> <p>The comments submitted by Rookman here rehearse many of the arguments that were heard at the Public Inquiry. The Council accepts the decision of the Planning Inspector and has amended the text as follows:</p> <p><i>"On land west of Sturlas Way (i.e. the Homebase site) policy WC2 identifies the potential for significant housing, possibly as part of a mixed-use development incorporating the existing store. A planning application for a new supermarket only was recently refused. The landowners' current plans are unknown and</i></p>

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		<p>Client's knowledge there is no master plan or proposals for the regeneration of the Site.</p> <p>4.4 Policy WC2 as noted in the Council's Statement of Case was formulated during the adoption of the Waltham Cross Town Centre Strategy in 2015 (the "Town Centre Strategy"). The Town Centre Strategy was consulted on in 2012 and 2013.</p> <p>4.5 Regulation 10A Town and Country (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review and conduct a review of local development document every 5 years. This is further supported by the National Planning Policy Framework (the "NPPF"). Local Plans should be reviewed in whole or in part to respond flexibly to changing circumstances and are likely to require updating in whole or in part at least every 5 years.</p> <p>4.6 Local Plans should be reviewed in whole or in part regularly and respond flexibly to changing circumstances.</p> <p>4.7 How the Council intend on delivering the Site's redevelopment in accordance with the Local Plan is unclear. This is particularly relevant given that the freehold and leaseholders of the Site do not consent or wish to engage in discussions regarding redevelopment.</p> <p>4.8 The Council has not sought to negotiate the purchase of the Site from our Client voluntarily or pursue a compulsory purchase order for a mixed use scheme. The Council has not engaged in any negotiations to acquire the Site or engaged in a</p>	<p><u><i>redevelopment on this site is considered to be a longer-term prospect. However, following refusal of planning permission for an Aldi supermarket alongside the existing Homebase store, the landowners successfully appealed the Council's decision. The Council accepts that for the foreseeable future it is likely that there will be a supermarket and a Homebase on the site.</i></u></p> <p><u><i>Should the site become available at some point in the future, the main planning issues for a possible mixed-use redevelopment of this site include:</i></u></p> <ul style="list-style-type: none"> • <i>Safe pedestrian and cycle crossings of Sturlas Way and Winston Churchill Way</i> • <i>Integration of the site with the town centre</i> • <i>Ground floor development appropriate to the location of the site within the town centre boundary</i> • <i>Air quality and noise mitigation</i> • <i>Private amenity space</i> • <i>Customer car parking</i> • <i>Improving the distinctiveness of the site when viewed from the roundabout and surrounding roads.</i> • <i>Improve the definition of Sturlas Way</i> <p><i>The massing model from the preferred option (see above) suggested the potential for 140-150 apartments above an the Aldi supermarket. <u>However the feasibility and viability of this type and level of development would</u></i></p>

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		<p>planning process. Should the Council have intentions to redevelop the Site for a mixed use scheme as part of the town centre's regeneration then they should present evidence of their intentions, ability and resource to enact that vision. As landowner of the Site our Client is rather surprised by the reasons for refusal for the Site to be used as a commercial retail premises as it is currently. The Appellant is seeking to make relatively minor amendments to the overall existing use of the Site.</p> <p>4.9 Whilst it is appreciated that the Local Plan is the development plan and Section 70(2) of the Town and Country Planning Act 1990 ("TCPA 1990") and Section 38(6) of the Planning and Compulsory Purchase Act 2004 ("PCPA 2004") means that regard must be given to the development plan. Case law also provides that the development plan should be subject to proper scrutiny. The case of William Davis v Charnwood Borough Council [2017] EWHC 3006 (Admin) states that: <i>It has always been the case since the original TCPA 1947 that the policies of a proposed development plan should be the subject of consultation, and where objection is made, independent examination. PCPA 2004 and the related LP Regs 2012 made considerable changes to the mechanics of the system for bringing forward policies, whether those which have the status of development plan policies for the purposes of the legislative code, or have a less significant role. Albeit that the procedures for the adoption of a development plan have altered over the years, it is still a fundamental feature of the system that policies which form part of the</i></p>	<p><u><i>need to be verified through joint working with the landowners."</i></u></p>

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		<p><i>development plan must be subjected to proper scrutiny, including independent scrutiny.</i></p> <p>4.10 We note paragraph 11.5 of the Local Plan policy WC2 includes the following text: <i>the western part of the allocation comprises of the Homebase store and negotiations will take place with both the landowner and Homebase to establish the most sustainable future for this site that may result in the status quo a redevelopment incorporating a remodelled Homebase store or the closure of the Homebase store and its potential relocation.</i></p> <p>4.11 Policy WC2 envisages negotiations will take place with our Client and Homebase. There have been no negotiations by the Council or attempts to collaborate with our Client for redevelopment in accordance with the Local Plan. Policy WC2 also refers to the potential need for compulsory purchase. The government's compulsory purchase guidance provides that an acquiring authority should consult on its proposals, publicise the scheme and give interested parties including affected owners and occupiers an opportunity to provide feedback. The Council has not consulted on a proposed scheme which would require compulsory purchase.</p> <p>4.12 Policy WC2 anticipates that Homebase may be required but is not necessarily required for redevelopment and relocation should be considered. This further supports the view that there is no fixed view or intention that the Council intends to redevelop the Site or conduct a compulsory purchase that our Client is aware of. The Appellant's application is a deliverable</p>	

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		<p>scheme which will benefit the town centre. The fact that the planning application has been denied on the basis of this ground would suggest that the Council have a view to redevelop the Site and have presented a plan for doing so, this has not been established.</p> <p>4.13 RFF1 should not be given weight as there is no future plan to redevelop the Site for mixed use. Whilst the land east of Sturlas Way is allocated by policy WC2 for 150 dwellings, the Site (the land west of Sturlas Way) is referenced for a mixed use development but does not allocate a number of dwellings.</p> <p>This further reiterates a lack of clarity and demonstrates ambiguity for the Council's intentions for the Site under the Local Plan particularly in the absence of a master plan. Should the appeal be unsuccessful Homebase would remain in any case as a protected tenant and our Client would explore their commercial options in respect of subdivision by a non-food retailer.</p> <p>5 Conclusions</p> <p>5.1 For the reasons set out above, our Client is of the view that the Council's decision to refuse the application was unfounded and the following remarks should be considered by the Inspector:</p> <p>(a) Our Client's pre-application materials should not be relied upon by the Council and should not inform the Inspector's decision;</p> <p>(b) The Council's Local Plan policy WC2 is out of date and unsupported by our Client (the freeholder) and the leasehold occupiers of the Site; and</p> <p>(c) Our client is not supportive of the contents of the draft Town Centre Planning Framework and</p>	

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		is disappointed that confidential pre-application materials (which were not viability tested) have been used as the basis of the presented scheme	
5	The Coal Authority	<p>Thank you for your email below regarding the two consultation:</p> <p>1) The Park Plaza North Development Brief SPD 2) The Waltham Cross Town Centre Planning Framework</p> <p>The Coal Authority is a non-departmental public body sponsored by the Department of Business, Energy & Industrial Strategy. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.</p> <p>As you are aware, Broxbourne Borough Council lies outside the defined coalfield and therefore the Coal Authority has no specific comments to make on your Local Plans / SPDs etc.</p> <p>In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans. This letter can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.</p>	Noted. Database amended accordingly.
6	Thames Water	<p>I refer to the consultations on the above documents. We have the following comments to make on the documents.</p> <p>Waltham Cross Town Centre Planning Framework Please find attached high level comments regarding the sites within the Town Centre Planning Framework. Within the Planning Framework there is no reference to water and wastewater infrastructure. While the level of development is relatively small for individual sites within</p>	Noted. No changes to the document necessary.

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		<p>the Town Centre there could be cumulative impacts from development, particularly if all development were to occur simultaneously. As such we would welcome reference to the importance of engaging with Thames Water regarding water and wastewater infrastructure and encouraging developers to contact Thames Water to discuss infrastructure requirements ahead of the submission of any applications. Text on this issue could be added to Section 3 on infrastructure. Such engagement will assist developers with the production of infrastructure statements required for major development under Policy INF9 of the Local Plan and will assist with demonstrating compliance with policies W2 and W3 of the Local Plan.</p> <hr/> <p>Water Response On the information available to date we do not envisage infrastructure concerns regarding water supply network infrastructure in relation to this development/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p> <p>Waste Response On the information available to date we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the</p>	

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		<p>Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing. Please contact Thames Water Development Planning, either by email Devcon.team@thameswater.co.uk tel: 02035779998 or in writing Thames Water Utilities Ltd, Maple Lodge STW, Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ</p> <p>Additional Comments The management of surface water from the site should follow policy 5.13 of the London Plan. There is an opportunity to disconnect surface water from the network through the development of new surface water sewers and the conveyance of stormwater on the surface through SuDS.</p>	
7	TFL bus operations team	<p>Thank you for consulting Transport for London (TfL). We have an interest in development proposals for both Waltham Cross town centre and Park Plaza North because of the potential impact on TfL projects, services and infrastructure. We operate London Overground rail services and cross boundary bus services, manage Waltham Cross bus station and manage the A10 south of the M25.</p> <p>Waltham Cross Town Centre We have concerns about the current lack of provision for buses in town centre development proposals and the associated public realm improvements. We have previously expressed our view in discussions with Broxbourne and Hertfordshire officers that the bus station will not be fit for purpose if the development potential of Waltham Cross is to be realised. Proposals</p>	<p>Provision for buses is being addressed through the public realm scheme which is seeking to open the High Street to limited traffic.</p> <p>An amendment to the section on infrastructure planning has been made as follows:</p> <p><i>Transport infrastructure</i></p> <p><i>With the bus station being located within the town centre, and the railway station just a short walk away, Waltham Cross town centre is the most accessible location in the borough of Broxbourne. <u>The Council is working with Transport for London to ensure that the proposed public realm scheme for Eleanor Cross Road safeguards the operational needs of the bus station, taking account of any expansion plans.</u></i></p>

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		<p>will increase the potential for bus use but there is no provision for buses to stand. Previously the adjacent Royal Mail site was identified as a site that the bus station could expand into, but this does not appear to feature in the current proposals. It is essential that additional capacity for buses to stop and stand in the town centre is identified either through site redevelopment or additional on street provision. The bus station operation relies on the fact that the current Eleanor Cross Road layout allows for the overspill of buses to queue on street without blocking the road. The proposed designs for this area narrow the carriageway so the overspill of buses will result in road blockages and potential congestion and safety issues. Without additional bus standing there is unlikely to be sufficient operational space to support the bus network that the town centre development will require.</p> <p>Reference is made to a potential new station to serve the Park Plaza site. Please see comments below. We support proposals that will reduce car parking in the town centre because this will reduce pressure on the road network that TfL manages. Reductions in car parking for new developments could be more ambitious and include an encouragement of car free development.</p>	<p>The Royal Mail Depot and Eleanor Cross Road Car Park <u>South of Eleanor Cross Road</u></p> <p><i>This site is identified in the Town Centre Strategy 2015 as making little contribution to the attractiveness or retail function of the town centre. It comprises a warehouse and parking for delivery vehicles to the rear. To the north it adjoins <u>includes</u> the bus station and to the east the Eleanor Cross Road Council car park. <u>The Town Centre Strategy identified the need to work with the interested parties including the Royal Mail as owners of the delivery office and Transport for London (TfL) as the owners of the bus station to explore the potential for a comprehensive redevelopment including the bus station, the delivery office and the car park.</u></i></p> <p><i><u>TfL's commercial team has expressed a desire to introduce residential development above the bus station as part of a comprehensive redevelopment with the delivery office. However, the Royal Mail made clear that the delivery office is required for operational reasons.</u></i></p> <p><i><u>Given the constrained nature of the car park and the bus station the inclusion of the delivery office is critical to any development in this area. Given the Royal Mail's position it does not appear that a comprehensive scheme will be feasible unless and until that position changes. Whilst</u></i></p>

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			<p><u><i>the potential contribution to town centre regeneration from a comprehensive development of the three sites remains and should therefore be included within this Framework, it is therefore considered that the proposals are long-term aspirations. Should the position regarding the delivery office change, the Council will work with TfL and the Royal Mail to co-ordinate a comprehensive scheme.</i></u></p>
8	Royal Mail	<p>Under section 35 of the Postal Services Act 2011, Royal Mail is the UK's designated Universal Postal Service Provider, supporting customers, businesses and communities across the country. This means it is the only company to have a statutory duty to collect and deliver letters six days a week at an affordable and geographically uniform price to every address in the UK. Royal Mail's services are regulated by Ofcom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service and includes a set of minimum standards for Universal Service Providers which Ofcom must secure. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.</p> <p>Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Meeting Universal Service Provider obligations is in the public interest and this should not be affected detrimentally by any highways or development project.</p> <p>Waltham Cross Delivery Office - Existing Use Royal Mail currently occupies and are the freeholder of Waltham Cross Delivery Office.</p>	<p>Agreement of the Royal Mail as landowner is critical to the delivery of development not only at this site but also at the adjacent sites at the car park and the bus station. In the absence of this agreement references to the comprehensive scheme that originated in the 2015 Town Centre Strategy have been scaled back and new wording inserted to make clear that development in the area can only take place if the position in respect of the delivery offices changes. The changes made are as follows:</p> <p>The Royal Mail Depot and Eleanor Cross Road Car Park <u>South of Eleanor Cross Road</u></p> <p><i>This site is identified in the Town Centre Strategy 2015 as making little contribution to the attractiveness or retail function of the town centre. It comprises a warehouse and parking for delivery vehicles to the rear. To the north it <u>adjoins includes</u> the bus station and to the east the Eleanor Cross Road Council car park. <u>The Town Centre Strategy identified the need to work with the interested parties including the Royal Mail as owners of the delivery office and Transport for London (TfL) as the owners of the bus station to explore the potential for a</u></i></p>

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		<p>The Delivery Office accepts mail before sorting and distributing it within the local area. Vehicular access for Royal Mail vehicles (7.5-tonne delivery lorries and standard vans) is from Eleanor Cross Road into a yard area and Delivery Office. The site is responsible for operational delivery vehicles, with members of staff employed at the site and responsible for the loading and unloading of mail.</p> <p>The site is operational 24 hours a day, 6 days a week, with the only non-operational hours being between 17.00 Saturday and 10.00 on Sunday. Throughout the day mail arrives and is unloaded and sorted in the service yard, and then reloaded onto delivery vehicles for their rounds.</p> <p>Waltham Cross Area Action Plan – Call for Sites Royal Mail has confirmed the site is not available for the development. There are no plans to relocate the Delivery Office to a different location or vacate the site. Waltham Cross Delivery Office should not be included within the ‘Call for Sites’ exercise.</p>	<p><u>comprehensive redevelopment including the bus station, the delivery office and the car park.</u></p> <p><u>TfL’s commercial team has expressed a desire to introduce residential development above the bus station as part of a comprehensive redevelopment with the delivery office. However, the Royal Mail made clear that the delivery office is required for operational reasons.</u></p> <p><u>Given the constrained nature of the car park and the bus station the inclusion of the delivery office is critical to any development in this area. Given the Royal Mail’s position it does not appear that a comprehensive scheme will be feasible unless and until that position changes. Whilst the potential contribution to town centre regeneration from a comprehensive development of the three sites remains and should therefore be included within this Framework, it is therefore considered that the proposals are long-term aspirations. Should the position regarding the delivery office change, the Council will work with TfL and the Royal Mail to co-ordinate a comprehensive scheme.”</u></p>
9	TFL Commercial Department	<p>Please note that our representations are the views of the Transport for London Commercial Development planning team in its capacity as a landowner in the borough only and are separate from any representations that may be made by TfL in its statutory planning role and/or as the strategic transport authority for London.</p> <p>Transport for London Commercial Development would like to thank you for providing the opportunity to comment, and we would appreciate if you could confirm</p>	<p>Agreement of the Royal Mail as landowner is critical to the delivery of development not only at this site but also at the adjacent sites at the car park and the bus station. In the absence of this agreement references to the comprehensive scheme that originated in the 2015 Town Centre Strategy have been scaled back and new wording inserted to make clear that development in the area can only take place if the position in respect of the delivery offices changes. The changes made are as follows:</p>

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		<p>receipt of this representation. Should you have any queries, please do not hesitate to contact me via the property consultation inbox that has been copied into this email.</p> <hr/> <p>Dear Sir / Madam, Broxbourne Waltham Cross Town Centre Planning Framework Consultation response Thank you for providing the opportunity to comment on the Waltham Cross Town Centre Planning Framework consultation. Please note that our representations below are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a landowner in the borough only and are separate from any representations that may be made by TfL in its statutory planning role and / or as the strategic transport authority for London. Our colleagues in TfL Spatial Planning have provided a separate response to this consultation in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.</p> <p>Waltham Cross Bus Station TfL have consistently promoted Waltham Cross Bus Station in the past as a potential development opportunity. The Local Plan paragraph 17.19 recognises that there may be the option to link the bus station site with the adjoining Royal Mail site, in particular to facilitate expansion and development of the bus station. The almost complete absence of reference to the bus station within the town centre planning framework is disappointing. Our colleagues in TfL Spatial Planning</p>	<p>The Royal Mail Depot and Eleanor Cross Road Car Park <u>South of Eleanor Cross Road</u></p> <p><i>This site is identified in the Town Centre Strategy 2015 as making little contribution to the attractiveness or retail function of the town centre. It comprises a warehouse and parking for delivery vehicles to the rear. To the north it <u>adjoins includes</u> the bus station and to the east the Eleanor Cross Road Council car park. <u>The Town Centre Strategy identified the need to work with the interested parties including the Royal Mail as owners of the delivery office and Transport for London (TfL) as the owners of the bus station to explore the potential for a comprehensive redevelopment including the bus station, the delivery office and the car park.</u></i></p> <p><u>TfL's commercial team has expressed a desire to introduce residential development above the bus station as part of a comprehensive redevelopment with the delivery office. However, the Royal Mail made clear that the delivery office is required for operational reasons.</u></p> <p><u>Given the constrained nature of the car park and the bus station the inclusion of the delivery office is critical to any development in this area. Given the Royal Mail's position it does not appear that a comprehensive scheme will be feasible unless and until that position changes. Whilst the potential contribution to town centre regeneration from a comprehensive development of the three sites remains and should therefore be included within this Framework, it is therefore considered that the proposals are long-term aspirations. Should the position regarding</u></p>

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		<p>have set out the need for expansion of the bus infrastructure. Expansion of the bus station alongside mixed-use development above and adjacent could help reinvigorate the town centre as well as improve access, two points highlighted within the planning framework as key objectives. Development above and adjacent to the bus station would also help to fund the new bus infrastructure, as well as delivering much needed housing, including affordable housing. We strongly urge you to identify this potential development opportunity within the finalised town centre planning framework.</p> <p>Concluding Remarks We hope that these representations are helpful but if you require any further information or would like to discuss any of the issues raised in our representations, please do not hesitate to contact me. We look forward to being kept up to date with your programme going forward.</p>	<p><u><i>the delivery office change, the Council will work with TfL and the Royal Mail to co-ordinate a comprehensive scheme.</i></u></p> <p>An amendment to the section on infrastructure planning has also been made as follows:</p> <p><i>Transport infrastructure</i></p> <p><i>With the bus station being located within the town centre, and the railway station just a short walk away, Waltham Cross town centre is the most accessible location in the borough of Broxbourne. <u>The Council is working with Transport for London to ensure that the proposed public realm scheme for Eleanor Cross Road safeguards the operational needs of the bus station, taking account of any expansion plans.</u></i></p>
10	Fishpools Furniture Store	<p>Fishpools have supported the Council's approach to the planning of Waltham Cross Town Centre as it has evolved.</p> <p>They agree with the five objectives of the 2015 Strategy, in particular the need to extend town centre activity into the evenings by "<i>maximising opportunities for new, high quality and environmentally sustainable residential apartments to be built in and around the town centre and at the same time seeking to provide an environment within which businesses can support this new residential presence and thrive.</i>".</p> <p>They also agree with the twelve principles set out in the emerging Town Centre Planning Framework as being specific to Waltham Cross Town Centre.</p>	

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		<p>However, they do not agree that the site specific approach to the redevelopment of their site as set out on page 14 of the document is the correct and appropriate approach to its redevelopment.</p> <p>Three issues are raised by the potential form of redevelopment shown by the massing model.</p> <p>1 Retention of the historic façade fronting the High Street.</p> <p>2 The massing model.</p> <p>3 The number of residential units.</p> <p>Fishpools' Architects have commented on these issues as follows</p> <p>Historic Facades fronting High Street</p> <p>It is acknowledged that the Waltham Cross Strategy Document refers to '<i>a number of historic and interesting buildings and monuments, notably the Eleanor Cross Memorial, Fishpools furniture department store, the HSBC Bank building and the Four Swannes gantry</i>'.</p> <p>The development site is host to the dutch gabled Victorian warehouse building, which fronts the high street and currently houses the Fishpools furniture retail unit. Over the years the internal layout changes and the creation of adhoc extensions to the rear and front have compromised the integrity of the original building with plenty of alterations and original details being stripped out. The buildings' local heritage value is reflected mostly to the upper front façade while the other parts are plain and utilitarian. The overall architectural and historical significance of the building is somewhat limited and is reflected in the fact that the building itself has not been awarded a listed status grading by Historic England. With this in mind a new and well-designed scheme, which maintains the retail continuity of the high</p>	<p>Whilst it is acknowledged that the historic facades of the building have been altered over the years, with the exception of the Cross and Harold House, the fishpools store façade is a well-loved feature of the town centre that makes a significant contribution to sense of place and identity. It is considered that accommodation of the original façade above street level, if possible removing later additions in order to maximise the contribution of the store frontage to the character of the High Street, should be compatible with a viable redevelopment proposal.</p>

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		<p>street and offered sufficient public benefits, would override any inherent heritage significance of the building.</p> <p>Massing The buildings, lack an acknowledged scale and status with little opportunity to incorporate façade treatments and articulation, which would help break down their monolithic appearance. The horizontal sprawl of the footprint dominates the site and does not leave much residual land for the creation of distinct character spaces or for the provision of quality public realm. Raised garden areas are also shown which will contribute significantly to public amenity. However, there is the danger that unless purposefully designed from the outset that these roof areas end up being used for locating plant equipment or PV panels as part of current sustainability requirements.</p> <p>The height of the adjacent residential sites on Berkley avenue and the new 99 High Street has been respected and addressed in terms of massing. However, because of the size and depth of the development plot there is an opportunity to increase the core height of any new proposal within the central area as it would sit well beyond a 25m radius from any of the adjacent properties.</p> <p>Residential Units The proposed quantum for the 51 units provided when compared to the size of the available plot seems disproportionate and underprovided especially in such a prominent and distinctly urban location which also</p>	<p>Massing The point about lack of space for incorporation of façade treatments would need to be clearly demonstrated through any planning application for redevelopment of the site.</p> <p>The risk of loss of amenity areas would be addressed through planning conditions.</p> <p>The key issue regarding height is the setting of the Eleanor Cross Memorial (a scheduled monument and Grade I listed structure). The Council’s massing model indicated that the setting of the Cross would be negatively impacted by taller or more massive construction on the Fishpools site, particularly in terms of views towards the cross from Eleanor Cross Road.</p>

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		<p>benefits from excellent transport connections. A comparison with current applications on adjacent development parcels clearly shows that there is a substantial disparity in relation to proposed dwelling densities.</p> <table border="1" data-bbox="584 453 1229 799"> <thead> <tr> <th>Development Name</th> <th>Status</th> <th>Approximate Parcel Size (Ha)</th> <th>No. of Proposed Dwellings</th> <th>Height (Storeys)</th> <th>Approx. No. of Dwellings per Hectare (Dw/Ha)</th> </tr> </thead> <tbody> <tr> <td>Fishpools</td> <td>N/A</td> <td>0.788</td> <td>51</td> <td>4</td> <td>65</td> </tr> <tr> <td>99 High Street</td> <td>Approved</td> <td>0.145</td> <td>16</td> <td>3</td> <td>110</td> </tr> <tr> <td>Pavilions Shopping Centre</td> <td>Refused (on design grounds)</td> <td>0.573</td> <td>120</td> <td>10</td> <td>209</td> </tr> <tr> <td>The Conservative Club</td> <td>Approved</td> <td>0.127</td> <td>70</td> <td>8</td> <td>551</td> </tr> </tbody> </table> <p>Local Plan Policy H2 stipulates that the Development Potential of sites should be encouraged and maximized wherever possible. An increase in residential unit numbers on the site would also provide a great opportunity to improve the vitality and attractiveness of the area in line with the Waltham Cross Town Centre Strategy and enhance the residential offer. A larger living density would also create a circular economy with increased activity and passive surveillance within the town centre. This will consequently create the desired indirect effects of increased consumer expenditure benefitting the economy and town centre services as a whole.</p>	Development Name	Status	Approximate Parcel Size (Ha)	No. of Proposed Dwellings	Height (Storeys)	Approx. No. of Dwellings per Hectare (Dw/Ha)	Fishpools	N/A	0.788	51	4	65	99 High Street	Approved	0.145	16	3	110	Pavilions Shopping Centre	Refused (on design grounds)	0.573	120	10	209	The Conservative Club	Approved	0.127	70	8	551	<p>Residential units</p> <p>The dwelling figures for the Fishpools site were derived from a massing model which flagged up potential concerns about the setting of the Eleanor Cross Memorial in views west along Eleanor Cross Road. The other sites shown would not affect the setting of the Cross in the same way.</p> <p>The wording of these representations by Fishpools' architect does not accurately reflect the Local Plan. Policy H2 relates to affordable housing. Policy H1: <i>Making Effective use of Urban Land</i> states that "the Council will optimise the potential for housing delivery on all suitable and available brownfield sites." The word 'optimise' should be understood in the context of other policies in the plan, including policy DSC1: General Design Principles, and policies for heritage and environmental protection.</p> <p>The Council may be open to a higher level of development than indicated in the Framework, but would want to see an assessment of the impacts on the setting on of the cross when seen from various</p>
Development Name	Status	Approximate Parcel Size (Ha)	No. of Proposed Dwellings	Height (Storeys)	Approx. No. of Dwellings per Hectare (Dw/Ha)																												
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		<p>Summary Fishpools considers the size, scale and location of the development site, warrant a proposal more ambitious in scale and nature which can still form part of the integrity, legibility and identity of the town centre. Any development put forward should be a catalyst for change which can successfully integrate into the town-centre without causing any adverse townscape impact, whilst still addressing the sensitivities surrounding the setting of the Eleanor Cross. A modern landmark building will improve the quality and character of this</p>	<p>locations, in particular views looking west along Eleanor Cross Road.</p> <p>The following amendments have been incorporated into the document to reflect the issues raised by Fishpools.</p> <p>“Fishpools Furniture Store</p> <p>The Local Plan states <i>“The Council is also supportive of the potential to develop the Fishpools business by relocating the High Street store to a state-of-the-art site that would help to anchor a flagship development at Park Plaza North. That would be enabled by a mixed-use redevelopment of the current town centre site which would need to ensure the continuation of a retail frontage along the High Street.”</i> (Local Plan, paragraph 10.5). It is understood that Park Plaza North is again on the market but the availability of the relocation site remains uncertain and the current owners of that site are in principle agreeable to provision of space for a relocated Fishpools store.</p> <p>....</p> <p><i>The massing model indicates that 51 residential dwellings could be achieved within a scheme of this nature. <u>Fishpools’ consultation response suggested that a higher level of development could be achieved. Whether that is in fact the case will depend on the detailed design proposals, including, if necessary, an assessment of the impact of proposals upon the setting</u></i></p>

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		<p>part of town and also has the potential for significant positive impact to the wider surrounding areas in line with the aspirations described within the Waltham Cross Town Centre Planning Framework.</p> <p>The potential form and massing of any redevelopment shown within the Framework does not meet the objectives of the National Planning Policy Framework particularly those dealt with in paragraphs 8, 86, 124, 125 and 126. It also, in these respects, fails to meet the equivalent objectives of the Borough Local Plan.</p>	<p><u><i>of the Eleanor Cross. The Council considers that taller development is unlikely to be acceptable.</i></u></p> <p>This interpretation of the NPPF and Local Plan is incorrect. The Council is happy to review any proposals that Fishpools might wish to table, taking account of the issues raised above.</p>
11	HCC Growth & Infrastructure team	<p>1.0 Introduction</p> <p>1.1 This representation is made by Hertfordshire County Council's (HCC) Growth & Infrastructure Unit, in relation to the Borough of Broxbourne (BoB) Waltham Cross Town Centre Planning Framework (WCTCPF). The comments within this representation reflect the interests of the following services that are provided by HCC, along with other relevant areas within the Environment & Infrastructure Department (excluding HCC Property):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Education (Children's Services) <input type="checkbox"/> Herts LEADS (Historic Environment) <input type="checkbox"/> Transport (Highways, Network & Travel Planning) <p>1.2 Comments from the above listed HCC services and other relevant areas within the Environment & Infrastructure Department are stated in the following sections throughout this representation. It should be noted that comments have only been made on the parts of the document that are of relevance to HCC.</p>	

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		<p>2.0 Education</p> <p>2.1 <i>'School place planning: Development of town centre apartments is likely to result in a lower child yield than developments in suburban locations. Nevertheless, there is little capacity at Four Swannes Primary School and Hurst Drive, the nearest Primary Schools. In terms of secondary capacity, there may be spare capacity at Goffs Churchgate School. The potential for new primary and secondary provision will be explored through the Waltham Cross Area Action Plan.'</i></p> <p>Whilst HCC broadly agree with this statement there is currently no spare capacity at Goffs Churchgate, although the potential of a new secondary school in the Borough should help mitigate any impact.</p> <p>3.0 Herts LEADS (Historic Environment)</p> <p>3.1 HCC recommend that the document should consider the Historic Environment which includes archaeological remains, historic buildings, landscapes and setting. This should be assessed and understood before any development is proposed and conserved and enhanced where any development is considered acceptable. This may include preservation and mitigation.</p>	<p>The document has been amended to take account of this point as follows:</p> <p><i>School place planning</i></p> <p><i>Development of town centre apartments is likely to result in a lower child yield than developments in suburban locations. Nevertheless, there is little capacity at Four Swannes Primary School and Hurst Drive, the nearest Primary Schools. The potential for new primary and secondary provision will be explored through the Waltham Cross Area Action Plan. <u>The Council will work with Hertfordshire County Council to ensure that there is adequate primary and secondary capacity to provide for new developments in Waltham Cross town centre and beyond.</u></i></p> <p>Under 'general principles' the document states "b) <i>retain or enhance features of historic or architectural merit, wherever possible.</i>" and "J) <i>protect and where possible enhance the setting of the Eleanor Cross memorial.</i>" The main concern in terms of impacts on the historic environment relates to the potential redevelopment of the Fishpools furniture store. The text describing that scheme has been amended as follows:</p> <p><i><u>"The massing model indicates that 51 residential dwellings could be achieved within a scheme of this nature. Fishpools' consultation response suggested that a higher level of development could be achieved. Whether that is in fact the case will depend on the detailed design proposals including, if necessary, an assessment of the impact of the proposals upon the</u></i></p>

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		<p>3.2 The Historic Environment Record should be consulted and any assessments produced by appropriately qualified and experienced staff. Herts LEADS should also be consulted.</p> <p>4.0 Transport (Highways, Network and Travel Panning)</p> <p>Background</p> <p>4.1 BoB's interpretation of the Waltham Cross Town Centre improvements is correct; however, it is important to recognise this scheme is predicated on obtaining funding from the Levelling Up Fund. It's also important to recognise the timing of access for vehicles has not been fully agreed with HCC as yet, however there is a general assumption this will be off-peak and not on market days.</p> <p>Connectivity</p> <p>4.2 The WCTCPF should acknowledge the link between developments in the town centre and other areas within reasonable distances such as the train station, Theobalds Grove and the Northern High Street, the bus station and also the proposed Film Studio development/Park Plaza. Any development coming forward needs to support this connectivity for sustainable modes.</p> <p>Parking</p>	<p><u><i>setting of the Eleanor Cross. The Council considers that taller development is unlikely to be acceptable</i></u></p> <p>This is included within the Local Plan.</p> <p>Document amended as follows:</p> <p><u><i>"The main proposals of the next phase of works, to be funded by the Council's successful bid to the Government's Levelling Up Fund, include the following:</i></u></p> <ul style="list-style-type: none"> • <i>A 'flexible' High Street</i> • <i>Reintroduction of light traffic during the evenings to boost evening activity</i> • <i>New on-street car parking spaces</i> • <i>New signalised pedestrian and cycle crossing at the junction of Monarch's Way and the northern High Street.</i> • <i>Green wall and new cycle lane on western side of Monarch's Way"</i> <p>Added as an additional 'general principle'</p> <p><u><i>"m) Support connectivity for sustainable modes of transport between the town centre and other areas including the railway and bus stations, the northern High Street, and the film studios at Park Plaza"</i></u></p>

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		<p>4.3 The Town Centre already has a supply of public car parking in the Pavilions Shopping Centre and will be receiving increased supply as part of the Waltham Cross Town Centre public realm improvements. Any drastic increase in public provision should therefore be resisted as it would lead to compounding car dependency and would contribute to worsening of the air quality issues already identified on Monarchs Way (designated as an AQMA) which would also conflict with principles g), i) and k). From an HCC perspective, this would also go against the principles of LTP4 in prioritising sustainable travel.</p> <p>4.4 HCC welcome BoB considering a lower level of provision for car parking, however given the location there should also be some consideration to adopt car-free principles where possible. Particularly given the acknowledgement there is surplus parking provision in the town centre.</p> <p>Infrastructure Planning</p> <p>4.5 The WCTCPF needs to acknowledge there is an increasing need for people to travel more sustainably to/from and within Waltham Cross. HCC's Growth and Transport Plan already identifies the need for more walking, cycling and passenger transport infrastructure and this should be the focus of improvement for new development. Reference to the Monarchs Way/Winston Churchill Way roundabout has been made with regards to highway improvement, however this would no longer be the focus of any improvement with regard to LTP4</p>	<p>General Principle l) states “<i>where relevant, ensure an adequate supply of public car parking spaces.</i>” There is no mention of a ‘drastic increase’ in the document. No change needed.</p> <p>Whether car-free development is possible will depend upon the outcome of design and feasible testing through the planning application process.</p> <p>Document modified in the ‘transport infrastructure’ section as follows:</p> <p><u>Highways modelling indicates worsening congestion at the roundabout to the north end of Monarch’s Way by 2033, and no solution to this has yet been identified, although options could include a hamburger junction. Hertfordshire County Council as Transport and Highways Authority has advised that highways interventions in this area will no longer be the focus. Instead, with regard to its Local Transport Plan (LTP4) the County Council advises that the focus should be on improved public transport, walking and cycling.</u></p>

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		<p>and forthcoming schemes in Waltham Cross such as Designated Funds Scheme C.</p> <p>5.0 Conclusion</p> <p>5.1 HCC welcome the Waltham Cross Town Centre Planning Framework and broadly endorse the policies that underpin the document. Relevant HCC services look forward to the opportunity to continue working with BoB and other stakeholders in creating a sustainable development.</p>	<p><u><i>Broxbourne Council will work with the County Council to ensure that appropriate movement and access arrangements are achieved for all users.</i></u></p>
12	IKEA	<p>Lichfields are instructed by IKEA, the existing owners of Park Plaza North, to submit brief representations to the Consultation Draft Waltham Cross Town Centre Framework. Prior to submission, these were shared with the potential purchaser of the site who have endorsed the themes presented in these representations. We have limited these comments insofar as the Draft Framework relates to references to Park Plaza North. Separate representations have been made to the Council's draft Brief for Park Plaza North. These representations include comments on the following sites:</p> <ul style="list-style-type: none"> • Site 2a: Homebase • Site 2b: Fishpools; and • Site 2c: Wickes <p>We confirm our understanding of the position of those retailers listed above in terms of their likely relocation from Waltham Cross town centre to Park Plaza North.</p> <p>Site 2a: Homebase</p>	<p>See Council response below.</p>

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		<p>The supporting text to site 2a: Homebase notes (inter alia) that the Council has recently refused a planning application for a food store on the site and that the landowners current plans are unknown.</p> <p>We understand the food store proposal is presently at Appeal with an Inquiry scheduled to commence on the 21st July. It is pertinent that this is not solely for a food store, as the text in the draft Framework suggests, but for a combined food store and retail unit for re-occupation by Homebase. Whilst there is not explicit reference in the text of 2a, elsewhere it is presumed Homebase will relocate to Park Plaza North.</p> <p>We understand that Homebase has confirmed its full intention to the Council to remain at its current location at Sturlas Way in Waltham Cross town centre. Homebase fully support the Aldi appeal, as does Homebase's landlord, London Cambridge.</p> <p>Homebase consider a new downsized store on its existing site the best solution to continuing its 30+ year commitment to Waltham Cross. Critically, we understand Homebase propose to remain in situ even if the appeal fails.</p> <p>Site 2b: Fishpools Fishpools historically were not part of the Council's wider development ambitions for relocation to Park Plaza North.</p> <p>However, through discussion at the EiP and subsequently, as a local furniture retailer in Waltham Cross who aspires for premises to combine both its retail and warehousing facilities at one location, Fishpools have been supported by IKEA.</p>	<p>See Council response to Rookman Properties, the owners of the Homebase site, above.</p> <p>For the foreseeable future there is no prospect of Homebase relocating to Park Plaza North as planning permission was granted on appeal for co-location of the existing store with an Aldi supermarket.</p> <p>Alongside the Town Centre Planning Framework the Park Plaza North Development Brief will be amended in light of the outcome of the Public Inquiry to clarify that the site does not need to make provision for a relocation of Homebase.</p> <p>The text of the document relating to Fishpools has been amended as follows:</p>

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		<p>As part of its preparations for a planning application, IKEA undertook some detailed pre-application discussions with the Council. This included the prospect of relocating Fishpools onto the Park Plaza site at the 'Landmark building' foreseen in PP2 at the north-western most corner, ie where the A10 meets Winston Churchill Way.</p> <p>It is difficult to judge whether a relocation is commercially viable and clearly this will also be dependent on a successful planning application for the redevelopment of their existing site. However, the dialogue is continuing.</p> <p>Site 2c: Wickes It is understood Wickes has confirmed that it wishes to continue to trade from its existing store. It is further understood the business re-gearred its lease in 2018 and entered into a new 10-year lease, underlying its commitment to its present site / staying within its existing position in Waltham Cross town centre. It is therefore unlikely this site will come forward for development or that Wickes will relocate to Park Plaza North.</p> <p>We hope the above confirms our understanding of the ambitions of occupiers on some of the sites identified for redevelopment in the draft Framework. Based on this, the draft Framework should be revised to remove sites 2a and 2c as proposed redevelopment options.</p>	<p>The Local Plan states <i>"The Council is also supportive of the potential to develop the Fishpools business by relocating the High Street store to a state-of-the-art site that would help to anchor a flagship development at Park Plaza North. That would be enabled by a mixed-use redevelopment of the current town centre site which would need to ensure the continuation of a retail frontage along the High Street."</i> (Local Plan, paragraph 10.5). It is understood that Park Plaza North is again on the market but the availability of the relocation site remains uncertain and the current owners of that site are in principle agreeable to provision of space for a relocated Fishpools store, subject to commercial viability.</p> <p>Not agreed. Wickes is clear that subject to finding a suitable relocation site and clarification of that in the Framework, it is in principle open to redevelopment.</p>
13	Historic England	Thank you for inviting Historic England to comment on the Draft of the Town Centre Planning Framework. As	See Council response below.

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		<p>the government’s statutory adviser on the conservation and enjoyment of the historic environment, we are pleased to have the opportunity to comment on this document at this early stage.</p> <p>The National Planning Policy Framework (2021) paragraph 189 sets out that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 190 sets out that Plans, including their supplementary and supporting frameworks, should set out a positive strategy for the conservation and enjoyment of the historic environment. This should take into account the desirability of new development making a positive contribution to local character and distinctiveness; and look for opportunities to draw on the existing contribution made by the historic environment to the character of a place. It should also consider the wider social, cultural, economic and environmental benefits that the conservation of the historic environment can bring. Paragraph 197 requires that local planning authorities take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that the conservation of heritage assets can make to sustainable communities, and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 31 sets out that the preparation of all policies should be underpinned by relevant and up-to-date evidence that is adequate and proportionate. Section 12 of the NPPF emphasises the importance of creating</p>	

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		<p>high quality and sustainable buildings and places, and that clarity of design expectation is essential. It goes on to set out that plans should set a clear design vision, developed with local communities, and importantly that proposals are grounded in an understanding and evolution of an area's defining characteristics.</p> <p>Paragraph 128 states that local authorities should prepare design guides or codes consistent with the principles of national guidance and again emphasises the importance of local character.</p> <p>Paragraph 130 highlights that policies should ensure that developments, amongst other things, will function well and add to the quality of the area; are visually attractive as a result of good architecture and layout; are sympathetic to local character and history; and establish and maintain a strong sense of place complementing the arrange of streets, spaces, building types and materials.</p> <p>It is therefore important that, as a minimum, the strategy you put together for the area covered by the Planning Framework safeguards those elements of the site that contribute to the significance of any heritage assets, and ensures that the design of any proposed development is of good quality that contributes to local character and distinctiveness through a robust, evidence based design process. This will ensure that the area's historic environment can be enjoyed by future generations of the area and make sure your proposals are in line with the requirements of national planning policy and guidance, as found in the National Planning Policy Framework, the National Design Guide, and the</p>	

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		<p>National Model Design Code. With that in mind, please find our comments below.</p> <p>General Comments</p> <p>Waltham Cross is named for the impressive and ornately decorative Eleanor Cross, commissioned in 1290 by Edward I in honour of the passage of the funeral cortege of his wife, Eleanor of Castile. The cross, erected in 1291, is located at the crossroad junction between Waltham Cross High Street, and Eleanor Cross Road and the settlement takes its name from the monument. One of only three surviving Eleanor Crosses, out of twelve commissioned, the Waltham Cross example is a rare survivor from the medieval period, albeit restored and repaired at various times throughout the nineteenth and twentieth centuries – most recently in 1989. Its significance is reflected in the combined designation as a Scheduled Monument and Grade I listed structure. Waltham Cross’s town centre, which forms the setting of the monument, comprises a range of nineteenth and twentieth century commercial buildings of various styles and scale, but broadly reflecting the evolution of town centre architecture and form over that period. Although no other structures are listed and the area is not designated as a conservation area, the townscape has a traditional quality in places that complements the setting of the Cross itself.</p> <p>The town centre planning framework has been produced by Broxbourne Borough Council to set out the authority’s approach to development in the area, in support of the Waltham Cross Town Centre Strategy (2015). The principles of the earlier document are set out, and we welcome these as a positive underlying set</p>	

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		<p>of principles that ought to support positive placemaking in the town centre. We have significant concerns, however, regarding the reintroduction of traffic along the High Street, as this change has the potential to cause harm to the Eleanor Cross, either through accidental damage through traffic incidents, or via the harmful effects of pollution on the sensitive and fragile stonework of the monument. It would also seem to be a retrograde step in terms of the creation of a welcoming, safe and inclusive environment for pedestrians and other vulnerable road users in the town centre. We note that the document undergoing consultation has been prepared following the conversion of office buildings to residential accommodation under Permitted Development, and the subsequent adoption of a preventative Article 4 Direction. The framework is intended to set out a more coherent strategy towards the regeneration of various 'Opportunity Sites' in the town centre, and we welcome this approach, which will hopefully lead to a more considered and careful approach to the redevelopment of key sites and allow for high quality design and place-making as a result. We welcome the 'General Principles' set out on Page 6, and consider that – if successfully applied to all new developments – should result in an enhancement to Waltham Cross's townscape quality. However, we recommend that specific reference of the Eleanor Cross and its setting should be incorporated, given its high level of significance to the town's historic environment. In line with the requirements of NPPF paragraphs 128 and 129, we would recommend that consideration is given to the production and adoption of a detailed suite of Design Guidance and a Design Code, informed by</p>	<p>The Council and its consultants have been working closely with Historic England in respect of the impact of this proposal on the Eleanor Cross. Since these representations were received, further meetings have been held with representatives of different teams within Historic England in order to ensure a joined-up approach.</p> <p>The reintroduction of light traffic in the evenings would contribute to the creation of a welcoming, safe and inclusive environment by increasing activity during the evenings.</p> <p>General Principle I) refers to <i>'protect and where possible enhancing the setting of the Eleanor Cross'</i> The Council is in the early stages of work on a Borough-Wide Design Code as required by national policy, and this will take account of these points. See also comments on the Fishpools site.</p>

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		<p>appropriate townscape analysis, which sets out the level of design quality expected for developments in the town centre. This should include consideration of the setting of the Eleanor Cross.</p> <p>To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed Development Brief, where we consider these would have an adverse effect on the historic environment.</p>	
14	Environment Agency	<p>Thank you for consulting us on the above planning framework. A review of the planning framework document suggests that it does not include environmental considerations within our remit. However, we would like to bring your attention to the relevant site constraints:</p> <ul style="list-style-type: none"> • Flood Zone 2; and, • Source Protection Zone 2 <p>Flood Risk Advice</p> <p>The site falls within Flood Zone 2, which is land defined in the planning practice guidance as being at risk of flooding.</p> <p>We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. This site falls within this category.</p> <p>These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications#when-to-follow-standing-advice</p>	<p>Noted that the sites in the Framework fall within the 'lower risk' category.</p> <p>It is noted that parts of Waltham Cross town centre are in Flood Zone 2, including the northern High Street (within the Local Plan site allocation) and a small part of the Pavilions centre.</p>

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		<p>We recommend that you view our standing advice while deciding associated planning applications at this site. Please be advised that the most applicable advice will vary depending on the type and vulnerability of any proposed development.</p> <p>Source Protection Zone 2</p> <p>This is a vulnerable groundwater area, and we recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken.</p>	<p>Subject to checks to be carried out at planning application stage, none of the developments proposed in the town centre planning framework represent a risk to groundwater. As set out in paragraph 26.16 of the Local Plan, potentially polluting uses will need to submit an application for consent to the Environment Agency. Such uses include incinerators , waste transfer stations , petrol stations , vehicle dismantlers, waste treatment facilities and all other non-landfill waste management activities, cemeteries, discharge of foul sewer to ground, cess pools, new trade effluent discharges or stores, storage of manure, slurry, sewage sludge and other farm waste.</p>
	<p>15. Montagu Evans on behalf of Wickes Group Plc and Schrodgers Real Estate</p>	<p>On behalf of our clients, Wickes Group Plc, and Schrodgers Real Estate Investment Management Ltd, the freehold owners of the Wickes store we submit representations to the draft Waltham Cross Town Centre Framework. The Site The Wickes store is located immediately to the north of Waltham Cross Town Centre and is included in the draft Framework as Site 2c). Wickes have traded from the store since March 1994 and occupy under a lease until end December 2028. The store was subject to a major re-fit in February 2019. The store totals circa 2,415 sqm floorspace and an Outdoor Project Centre and external compound total some 1,025 sqm. The store is served by circa 100 car and small van parking spaces and is accessed directly from Sturlas Way. The store serves the general public (retail) and the trade sectors. The store employs about 40 FTE people directly and through its builder and associated trade sales, indirectly supports wider employment across the area and the local economy.</p>	<p>See Council response below.</p>

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		<p>The store ranks in the Top third of Wickes stores across the country in terms of sales. This is an indication of the important role it plays. The next nearest store to Waltham Cross is some distance away; either Edmonton or Ware.</p> <p>The Proposed Use</p> <p>The draft Framework identifies the Site and adjoining sites for mixed use development with residential above commercial at ground floor. With specific regards the Site, the potential for circa 110 residential units above ground floor commercial uses is identified. The draft Framework identifies the main planning issues at Page 15 including:</p> <ul style="list-style-type: none"> • Potential relocation of Wickes to another site e.g. Park Plaza North <p>Representations to Draft Framework</p> <p>As set out above, Wickes occupy the store on a lease until the end of 2028. Therefore, until at least that time, the Site will not be available for alternative use development unless the interests are acquired by agreement or subject of Compulsory Purchase. Notwithstanding the lease terms, the store is a strong trader for Wickes and therefore in the event that Wickes do not continue to trade from the Site it will be looking for representation in the area to serve its existing retail and trade customers. Such store representation would need to meet its operational requirements in terms of store size, external sales/storage space, car parking,</p>	<p>The site comprises the Wickes store, a customer car park to the north, and a service yard to the south. In response to the public consultation on the draft planning framework, the owners of the Wickes store indicated</p>

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		<p>accessibility, trading and servicing hours. These requirements could not be met as a “commercial” use on the ground floor of a mixed scheme and therefore a suitable relocation opportunity will be required. In this regard, and as stated above, it is noted that the draft Framework includes the issue:</p> <p>Potential relocation of Wickes to another site e.g. Park Plaza North</p> <p>However, in relation to other sites identified for development (and therefore the need for relocation of existing uses) in the draft Framework (e.g. Fishpools and Royal Mail depot), the wording around relocation is more definitive, but also provides wider scope:</p> <ul style="list-style-type: none"> • Fishpools-“Securing a suitable relocation site within the Borough for the existing furniture store” • Royal Mail depot etc-“Need to secure a suitable relocation site which meets the operational needs of the Royal Mail” Therefore, we recommend that the first bullet on Page 15 is re-worded as follows: • Securing a suitable relocation site for Wickes within the Borough <p>Notwithstanding, we also note that the draft Framework states that highway modelling indicates “worsening congestion at the roundabout to the north end of Monarch’s Way by 2033, and no solution to this has yet been identified”. We respectfully suggest that for the Framework to be sound it should include at least one</p>	<p>their support in principle for a mixed-use development on the site, subject to securing a relocation site at Park Plaza North. <u>However, it is understood that Wickes is a trading profitably with a lease until 2028, and that requirements for store size, external sales/storage space, car parking, accessibility could not be met as a ‘commercial’ use on the ground floor of a mixed use scheme and therefore a suitable relocation opportunity will be required.</u></p> <p>As stated in the introduction, the Framework is not a statutory policy document but it is a platform to assist in the achievement of the objectives of the Town Centre Strategy. The County Council as highways authority has indicated that it would not support major new highways interventions in this location.</p> <p>Highways modelling indicates worsening congestion at the roundabout to the north end of Monarch’s Way by 2033, and no solution to this has yet been identified, although options could include a hamburger junction. <u>Hertfordshire County Council as Transport and Highways Authority has advised that this would no longer be the focus with regard to its Local Transport Plan (LTP4) and forthcoming schemes in Waltham Cross such as the Designated Funds scheme for improved walking and cycling. Broxbourne Council will work with the County Council to ensure that appropriate movement and access arrangements are achieved for all users.</u></p>

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		<p>appropriate transport infrastructure solution to deliver the development proposals as envisaged in the draft Framework. Conclusions Wickes and Schroders welcome the opportunity to participate in the consultation process for the draft Waltham Cross Town Centre Planning Framework and trust that the comments set out above are taken into account when preparing the next version of the Framework.</p>	
	<p>16. Homebase (Neil Robinson)</p>	<p>Dear Sirs, Representations to draft Waltham Cross Town Centre Planning Framework (March 2022) & draft Park Plaza North Development Brief (March 2022) I am writing to you on behalf of Homebase Ltd (“Homebase”) in relation to the above draft publications, which the Council are currently consulting on. Both publications raise serious implications over the future of our Homebase store on Sturlas Way in Waltham Cross.</p> <p>1. The Homebase Business</p> <p>As you may be aware, Homebase, under the ownership of HHGL Ltd, has recently emerged successfully from a difficult trading position in 2018. The business has seen a significant turnaround under new management that has resulted in all its stores trading profitably and placed the business in a strong position to grow and to contribute to the UK’s economic recovery post Covid 19. That success has been based on our strong brand, the fact we remain one of the most recognisable retailers in the UK, the introduction of new ranges and concessions, continuing investment in our staff’s qualifications, knowledge and expertise, and</p>	<p>See Council response below.</p>

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		<p>commitment to ongoing investment in refurbishing and extending existing stores.</p> <p>Our Homebase store on Sturlas Way in Waltham Cross is very successful and profitable, and forms an integral and important part of our national portfolio. It has a loyal customer base and experienced staff. We are firmly committed to retaining our representation on this site, as we are firmly committed to ongoing future investment in all our existing stores, as well as investing in our staff's qualifications, knowledge and expertise.</p> <p>2. Homebase on Sturlas Way, Waltham Cross</p> <p>Homebase is firmly committed to retaining this store and to serving successfully, as it has done for some 30 years, the home improvement and gardening needs of the residents of Waltham Cross. Our store provides both direct and indirect employment, with approximately 30 staff employed within the store on full-time and part-time contracts. The latter are popular with parents that have children and students, who are unable to work full-time or prefer the flexibility that part time contracts provide. As with other Homebase stores, our staff receive a high level of training and are encouraged to enhance their expertise through obtaining relevant qualifications including City & Guilds.</p> <p>Given our duration of occupancy at this unit, Homebase benefits, by law, from a protected tenancy and rights to renew our lease for a period of up to 15 years. A section 26 notice, under the Landlord & Tenant Act, has already been served by us requesting a new lease and this was</p>	

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		<p>unopposed by the landlord. There is currently a stay in lease renewal proceedings until the outcome of the current planning application to downsize the Homebase and allow Aldi to trade from the surplus floorspace, is determined. However, regardless of the outcome of the application, our intention is to exercise our right to take a long lease of the building whether this is alongside Aldi or alone in the unit as a whole.</p> <p>Even though both draft publications refer to the potential redevelopment options for the Homebase site, our protected rights mean that the site is simply not available for redevelopment irrespective of whether the Aldi planning permission is secured.</p> <p>3. Homebase & Aldi</p> <p>The recent planning application (Council reference 07/21/0519/F), which is now the subject of a planning appeal, proposed to extend and alter our store to accommodate a new Aldi foodstore and a downsized Homebase. The business continues to fully support this proposal and that position will be made clear in the evidence presented to the forthcoming Planning Inquiry. We have engaged successfully with Aldi on several comparable sites nationally, where existing Homebase stores have been too large for our current requirements and there is an opportunity to bring forward a complimentary retailer to utilise surplus space. That is precisely what is proposed at our Waltham Cross site. The added benefits are that the Aldi investment will enable the store building and site to be significantly upgraded and improved, enhancing the contribution it</p>	<p>The Council is aware that the Rookman/LCP/Aldi proposals for a new Aldi Store were allowed by the Planning Inspectorate following a Public inquiry.</p> <p>The comments submitted by Homebase here rehearse many of the arguments that were heard at the Public Inquiry. The Council accepts the decision of the Planning Inspector. And has amended the text as follows:</p> <p><i>“On land west of Sturlas Way (i.e. the Homebase site) policy WC2 identifies the potential for significant housing, possibly as part of a mixed-use development incorporating the existing store. A planning application for a new supermarket only was recently refused. The landowners’ current plans are unknown and redevelopment on this site is considered to be a longer-term prospect. However, following refusal of planning</i></p>

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		<p>makes to the local townscape and driving increased footfall throughout this part of Waltham Cross Town Centre. An example of our joint working partnership with Aldi can be seen at Enterprise Way in Luton.</p> <p>4. Broxbourne Local Plan</p> <p>Our business has been active over the last 20 years in monitoring emerging planning proposals that could potentially affect the future of existing Homebase stores. That monitoring has normally concentrated on our best performing stores, and has related to both proposals promoted through planning applications or in emerging local plans, which could directly or indirectly affect the future of the store in question.</p> <p>It was due to such monitoring that we became aware of the proposals for our site in Waltham Cross in the emerging Broxbourne Local Plan (“BLP”). This led to us, through our retained planning consultants, to submit representations objecting to draft policies WC1 and WC2 and their supporting text, of the Pre-Submission BLP.</p> <p>Prior to our appearance at the BLP Examination in Public, we wrote to the Council and Local Plan Inspector, on 1 October 2018, via our planning consultants, to confirm that we wished to retain our representation of the Sturlas Way site and that we were not in any discussions to relocate the store to Park Plaza North or any other alternative site. That position was reaffirmed during our appearance at the Hearings on 18 October 2018. The Local Plan Inspector fully</p>	<p><u><i>permission for an Aldi supermarket alongside the existing Homebase store, the landowners successfully appealed the Council’s decision. The Council accepts that for the foreseeable future it is likely that there will be a supermarket and a Homebase on the site.</i></u></p> <p><u><i>Should the site become available at some point in the future, the main planning issues for a possible mixed-use redevelopment of this site include:</i></u></p> <ul style="list-style-type: none"> • <i>Safe pedestrian and cycle crossings of Sturlas Way and Winston Churchill Way</i> • <i>Integration of the site with the town centre</i> • <i>Ground floor development appropriate to the location of the site within the town centre boundary</i> • <i>Air quality and noise mitigation</i> • <i>Private amenity space</i> • <i>Customer car parking</i> • <i>Improving the distinctiveness of the site when viewed from the roundabout and surrounding roads.</i> • <i>Improve the definition of Sturlas Way</i> <p><u><i>The massing model from the preferred option (see above) suggested the potential for 140-150 apartments above an the Aldi supermarket. However the feasibility and viability of this type and level of development would need to be verified through joint working with the landowners.”</i></u></p>

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		<p>understood our position and consequently invited the Council and Homebase to agree changes to the wording of policies WC1 and WC2 (and its supporting text), which would address Homebase’s concerns and reflect the Inspectors initial finding that, for these policies to be justified and effective, they needed to take account of the latest evidence on the availability of the various development sites. We subsequently provided examples to the Council of similar policy wording agreed by us at other local plan examinations and this wording was subsequently put forward as a modification to the plan, supported by Homebase and included in the adopted BLP.</p> <p>As we see it, the objective of the allocation in policy WC2 (and its supporting text) has not changed and remains to secure the most sustainable future for the site. Central to that is the future of Homebase, which the policy/text confirms may result in the “status quo” or a mixed-use redevelopment incorporating Homebase or the stores closure and relocation elsewhere. The wording reflected the Inspectors recommendation that the policy/text should provide a more flexible approach that recognised the options for retaining Homebase on site and the leasehold constraints imposed on the availability of the site for redevelopment.</p> <p>5. Redevelopment of Homebase & Relocation</p> <p>As will be clear from the above, Homebase is fully committed to retaining its representation on the Sturlas Way site and through its protected tenancy rights we will remain trading in this location irrespective of the</p>	<p>The comments in this section relate to the separate Park Plaza North Development Brief.</p>

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		<p>outcome of the current Aldi planning appeal. The site is not available for development and that position will not change in the medium to long term. The statements presented to the Council and Local Plan Inspector in October 2018 remain unchanged.</p> <p>More importantly, since October 2018, the Council has never approached or discussed the future of this store with any representative from Homebase or even with its retained planning consultants. Indeed, prior to our appearance at the Hearings on 18 October 2018, we have no record of any approach being made by the Council to discuss their aspirations for this site or how those fitted in with Homebase’s own future store strategy.</p> <p>Given the above, there is no need for us to comment in detail on either draft publication. Even so, in light of the comments made above on recent discussions, there are two references in the draft Park Plaza North Development Brief (“Development Brief”) that its essential we respond to.</p> <p>Firstly, on page 7, under the heading ‘3. Homebase’ the Development Brief states that the Council expects past discussions with Homebase over its relocation to Park Plaza North will be “re-awakened.” As no such discussions have taken place with the Council, this statement is factually incorrect. As I have also reaffirmed, the business has no intention of entering future discussions over any alternative relocation site.</p>	

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		<p>Secondly, the masterplan on page 9 of the Development Brief shows a Homebase of 50,000 square feet with a separate 20,000 square foot garden centre. It is unclear where these floorspace figures derive from or whether they reflect, for example, the quantum of development that would be needed to make the scheme commercially viable. Even so, and leaving aside the fact that the business has no intention of relocating, the proposal shown on the masterplan exceeds by approximately 50% Homebase's business model requirements for a new store.</p> <p>Our objections have sought to clarify the position in relation to the future of this Homebase store and to assist the Council in finalising its aspirations and proposals as set out in the draft publications. As I have demonstrated, the aspirations of both draft publications, insofar as they relate to our Sturlas Way Homebase store, are not realistic or deliverable in the medium to long term or in their current form.</p> <p>I hope these objections are helpful and we look forward to receiving confirmation that both documents have been revised to reflect Homebase's position prior to adoption.</p>	