CORE STRATEGY

STATEMENT OF COMPLIANCE WITH THE DUTY TO CO-OPERATE

Includes:

- **A summary of the involvement of key public bodies in the preparation of the Core Strategy - from inception to submission, and continuing.**

July 2012

This publication explains how the Council has complied with the new duty introduced under the Localism Act 2011 – that of the duty to co-operate in the planning of sustainable development with important public bodies.

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1. Introduction

1.1 The Council has worked collaboratively with a wide range of organisations and interests and actively engaged the local community in the preparation of the Core Strategy. The Report of Representations (June 2012) and Report of Consultation (completed in 2011) explains much about this collaboration and engagement.

1.2 The Council acknowledges and embraces its duty to co-operate with other local authorities and bodies in addressing the strategic (planning) issues which are relevant to this area. The duty was formally introduced by the Localism Act 2011, and while the duty is important because the Act will lead to the removal of regional or county-wide strategic planning advice, the Council sees co-operation and collaboration as good practice.

1.3 The duty itself requires ongoing, constructive and active engagement on the preparation of planning documents like the Core Strategy and related activities concerned with sustainable development and the use of land. This is normally most important in considering the location of development and availability of strategic infrastructure.

1.4 The National Planning Policy Framework (March 2012) says that plans should be based on joint working and co-operation to address larger than local issues (paragraph 17), and in particular co-operation with neighbouring authorities, public, voluntary and private sector organisations (paragraph 157).

1.5 The purpose of this statement is to explain how Dacorum council has co-operated with other public bodies in the preparation of the Core Strategy.

2. National and Legal Context

Co-operation and Collaboration

2.1 Section 110 of the Localism Act inserts a new section 33A (duty to co-operate in relation to planning of sustainable development) into the Planning and Compulsory Purchase Act 2004. The responsibility it introduces applies to all local planning authorities, county councils and other bodies. These other bodies are prescribed in Regulation 4 of the Town and Country (Local Planning) (England) Regulations 2012.

2.2 The duty to co-operate:

- relates to sustainable development and use of land that would have a significant impact on:
  a) at least two local planning areas; or
  b) a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address these issues;
- requires councils and other bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies; and
- requires councils to consider joint approaches to plan making.

2.3 The National Planning Policy Framework describes the duty to co-operate and sustainable development sets out strategic issues on which co-operation may be appropriate and the importance of co-ordination across local boundaries.

2.4 It says that local plans (including the Core Strategy) should be prepared with the objective of contributing to sustainable development. Local planning authorities should seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development (and net gains in all three) (paragraphs 151 and 152).

2.5 Paragraph 156 identifies strategic priorities, such as homes and jobs, transport infrastructure, health and community facilities, and conservation and enhancement of the environment, where it may be appropriate for co-operation to occur.

2.6 Paragraphs 178-181 say, inter alia, that:

- public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly the strategic priorities;

- strategic priorities should be co-ordinated across boundaries and reflected in individual local plans;
- local planning authorities should work together to meet development requirements which cannot be wholly met within their own areas;
- local planning authorities should take account of different geographic areas;
- local planning authorities should collaborate with the bodies prescribed (see paragraph 2.1 above) *and* local nature partnerships, private sector bodies, utility and infrastructure providers;
- co-operation is a continuous process of engagement (from initial thinking to implementation) to ensure plans are in place to provide the infrastructure necessary to support the development proposed.

2.7 The National Planning Policy Framework replaces a raft of advice, which the Council has had regard to in progressing the Core Strategy. However earlier advice was relevant to previous co-operation, for example - PPS12: 'Creating Strong Safe and Prosperous Communities through Local Spatial Planning':

- Paragraph 1.5 says that the spatial planning system exists to deliver positive social, economic and environmental outcomes: it requires planners to collaborate actively with the range of stakeholders and agencies that help to shape local areas and deliver local services.
- Paragraphs 4.16-4.18 refer to joint working between local authorities, exploiting opportunities for joint working on core strategies and undertaking critical and more effective discussions on infrastructure capacity.

Examination

2.8 Paragraph 182 of the National Planning Policy Framework states the basis on which the Core Strategy will be examined:

"*The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Co-operate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is "sound" – namely that it is:*

- *Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*

- *Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- *Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*

- *Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework."*

Conclusions

2.9 There are two aspects of the responsibility to co-operate:

1) Preparing the Core Strategy

   - The legal test introduced as Section 33A, Planning and Compulsory Act 2004 is concerned with the process of preparing the Core Strategy: i.e. constructive engagement, involving adjoining planning authorities and statutory consultees, and maximising the effectiveness of preparation: the potential for joint agreements and even joint plans should be considered.

2) Testing the soundness of the Core Strategy

   - The examination into the Core Strategy will assess its soundness: the key tests relating to co-operation are the 'positively prepared' and 'effective' tests described above (see paragraph 2.8). Both tests consider the policies in the Core Strategy: i.e. whether they are positively prepared and effective.

2.10 The Council is satisfied that it has fulfilled the duty to co-operate in preparing the Core Strategy, as is explained in this document. The Council acknowledges that co-operation extends well beyond preparation of the Core Strategy.

2.11 The Council believes the Core Strategy is generally sound on tests of soundness, not only the 'positively prepared' and 'effective' tests. There have been some objections on the Pre-Submission Core Strategy from key public bodies, which the Council has answered (see Report of Representations). The Council considers there are no substantive issues or general matters of concern with the key public bodies: this document outlines the Council's evidence.[1] The Council acknowledges that confirmation of the soundness of the Core Strategy can only be given as an outcome of the examination.

[1] Note that there will be some debate on strategic aspects of the Core Strategy (for example, because local people have questioned infrastructure availability when objecting to local allocations and the housing target and because landowners/builders propose a higher housing target).

3. Dacorum Context

Geography

3.1 Dacorum is located in the west of Hertfordshire in the belt of country surrounding London. Part of the Chilterns escarpment crosses the area. Beyond the scarp slope and its outlier are the flat clay lands of the Vale of Aylesbury. All rivers drain to the Thames: in the Vale this is via the Thame and from the dip slope through the borough the Ver, Gade and Bulbourne join the river Colne. The Chilterns is gently undulating countryside, relatively important for wildlife.

3.2 The adjoining local authorities are - in a clockwise direction – St Albans (to the east), Three Rivers, Chiltern and Aylesbury Vale (in Buckinghamshire) and Central Bedfordshire (formerly South Beds). A two tier local Government system operates in Hertfordshire and Buckinghamshire. Central Bedfordshire, Luton and Milton Keynes (lying beyond Aylesbury Vale) are unitary authorities.

3.3 Hemel Hempstead is the largest settlement in Dacorum, one of a number of New Towns developed around London after World War II. Towns in adjoining districts are of a similar size - Luton, Dunstable, St Albans and Watford. The market towns of Berkhamsted and Tring are of a similar size to other towns adjoining the district, Chesham, Amersham and Rickmansworth, for example. Leighton (Buzzard)/Linslade and Aylesbury in adjoining districts have grown rapidly in recent years.

Routes and Designations

3.4 The southern part of Dacorum containing Kings Langley, Chipperfield Bovingdon and Hemel Hempstead is more urbanised. Beyond that the borough is more rural – a mix of villages and market towns. Kings Langley is less than two miles from the edge of Watford

3.5 The Metropolitan Green Belt extends from the northern edge of London into Hertfordshire and along the key radial routes. Its planning function is to limit the spread of London and surrounding towns, and prevent further loss of the countryside. However it is important for countryside recreation and local sources of farm and forestry products and some minerals. The Metropolitan Green Belt joins the green belt around Luton/Dunstable up the A5 and M1. The central swathe of Dacorum is of high landscape quality and is designated as part of the Chilterns Area of Outstanding Natural Beauty, which extends from Oxfordshire to Bedfordshire. Aylesbury has no green belt.

3.6 Most main routes through the borough are radial, emanating from London: they have significantly affected the pattern and growth of settlements in the borough and its character: i.e.

- the Grand Union Canal, its branches (to Wendover and Aylesbury) and reservoirs;

- the west coast main railway line to Birmingham, Manchester and Edinburgh: the line has recently been modernised. High Speed Rail 2 is not proposed to go through Dacorum, though it was part of the original area of search.
- arterial roads – A41 to Aylesbury, Bicester and the M40, A5 to Milton Keynes and beyond, and M1 to the north.

3.7 Journeys to work and access to housing tend to conform to a north-south axis: i.e. journeys to Maylands Business Park and Hemel Hempstead from Luton, Milton Keynes and Leighton/Linslade and commuting to London from the borough. Hemel Hempstead has a legacy of manufacturing and relative self-containment stemming from the development of the New Town, though the recent recession may have affected this. There are overlapping housing markets, northward to Luton and Leighton/Linslade, east into St Albans, and south into Watford.

3.8 The M25 was completed in the 1980s and is the only orbital route. It crosses the Gade valley on a viaduct south of Kings Langley. The M25 has affected the main pattern of movement to some degree: work opportunities became more diverse. Location opportunities for business also increased, although this has not led to any substantial office growth (as, for example, at Watford and Three Rivers with the development of Watford and Croxley Business Parks).

3.9 London's airports are accessible by train and/or coach and car. Luton is the nearest and flight paths in and out of the airport affect the quiet enjoyment of north-eastern parts of the borough. Significant expansion of the airport is expected in the next 20 years. Flights out from Heathrow overfly the borough and there is a stack at Bovingdon serving Heathrow.

3.10 There are a few regionally important pipelines and electricity transmission lines. An oil pipeline from Humberside to Heathrow links to the Buncefield Oil Depot: it runs to the east of the Hemel Hempstead. There is a regional high pressure gas main to the west of the town, with a link into Two Waters. There are local sewage works in some places, though Hemel Hempstead and Kings Langley are on an integrated network linking to Maple Lodge, near Rickmansworth in Three Rivers.

Strategic Planning

3.11 Regional planning, management and investment frameworks encouraged co-operation throughout the preparation of the Core Strategy. The regional spatial strategies reconciled many development issues and provided local authorities with guidance to use for their core strategies and local plans. Much of the evidence that underpins the work remains of value, as do assessments of potential development locations and scenarios, and discussions between authorities.

3.12 The East of England Regional Spatial Strategy is of particular importance. A summary of its progress and influence on the Core Strategy is given in

Appendix 4, Volume 7 of the Report of Consultation. Although the regional spatial strategy introduced new policy, there was also a strong continuity in terms of spatial distribution of development, the relative importance of settlements (such as Hemel Hempstead) and environmental protection (for example of the Chilterns Area of Outstanding Natural Beauty and Metropolitan Green Belt). Dacorum fell within a belt of London Arc authorities, the most relevant policies for which are given in Appendix 1. The Council joined with other authorities, including Hertfordshire County Council, in assessing the implications for delivery of development and infrastructure.

3.13 The South East Regional Spatial Strategy, which covers Buckinghamshire and other counties, is of limited relevance. There are common interests between Dacorum and Hertfordshire with Buckinghamshire, such as the protection of the Chilterns Area of Outstanding Natural Beauty. However the important consideration is the Milton Keynes and South Midlands Sub-regional Strategy. This proposed growth across three planning regions, the nearest of which affected:

- Luton/Dunstable/Houghton Regis with Leighton Linslade;
- Milton Keynes; and
- Aylesbury.

Growth potential is being reconsidered in Aylesbury district and Luton/Central Bedfordshire through local plans/core strategies.

3.14 Although London has an important influence across south east England (e.g. in terms of work, leisure and travel movements) there has been little new which is of direct planning relevance to Dacorum. The Council was not consulted on the Greater London Plan.

Organisational Arrangements

3.15 Local authority services are largely provided by Dacorum and Hertfordshire Councils, although there are also parish councils over most of the borough (i.e. excluding Hemel Hempstead). Hertfordshire County Council is important for education, highways, social services, waste and more recently drainage.

3.16 There is a strong and fine network of links with the County Council and other Hertfordshire authorities – informal, ad hoc, special purpose and standing arrangements. The links are at political and officer level. The Hertfordshire Planning Group (HPG) considers all aspects of planning - the implications of national policy, regional issues and specific issues – and how to co-operate with each other. HPG is a source of shared best practice, and helps to commission and deliver evidence-based work: e.g. green infrastructure, car parking policy, community infrastructure levy, climate change and building design. The Herts Infrastructure and Investment Partnership specifically considers infrastructure and funding issues. Herts Works has considered the local economy, promoting inward investment and seeking sources of funding. It prepared an economic development strategy and commissioned a strategic sites study (identifying Maylands Business Area as a candidate for expansion). Herts Works has been superseded by the Herts Local Enterprise Partnership,

which successfully submitted bids to the Government's Growing Places Fund. There are other standing arrangements and partnerships guiding housing and biodiversity, countryside management and the environment. Transport is largely led from the local transport planning side: e.g. on the local transport plan and its daughter documents, including urban transport plans and interurban transport corridors. The Council has participated or participates in all of these partnerships.

3.17 Consideration of the regional planning strategy led to special purpose investigations involving the Council into housing and employment issues in the London Commuter Belt (particularly the western side) and a Hertfordshire-wide review of infrastructure needs. This included an evaluation of growth scenarios at Hemel Hempstead and other key centres for development and change.

3.18 Links with local authorities outside Hertfordshire and with other key public bodies have tended to be ad hoc and/or special purpose. The County Council has been important for strategic planning links across counties and county boundaries and providing links with its district authorities. Cross county boundary links may become more important for the Council, for example liaison with the South East Midlands LEP. There are some long standing arrangements too. London Luton Airport Consultative Committee considers airport and flight path issues: the Chilterns Conservation Board is responsible for the Chilterns Management Plan. Participation in both embraces partnership with a number of local authorities and, in the case of the Chilterns Conservation Board, Natural England. Regular meetings are held with the Environment Agency.

3.19 Dacorum Partnership (now Destination Dacorum) – a local strategic partnership – was closely involved in the preparation of the Core Strategy. It was linked to the Hertfordshire Partnership (known as Herts Forward) and embraced a wide range of bodies and interests. The Primary Care Trust and County Council were (and are) represented on the Board.

3.20 The Council was a member of Herts Works (formerly Herts Prosperity Forum) and now is a member of the Local Enterprise Partnership, together with local business interests. The Maylands Partnership and Town Centres Partnership provide important local links with the business community, and have helped to develop local planning policy (e.g. Maylands Master Plan). St Albans Council is represented on the Maylands Partnership.

4. Preparing the Core Strategy with Key Public Bodies

4.1 The Council's approach to engagement and collaboration embraced:

- the key public bodies prescribed by Regulation 4 (2012 Regulations) (see from paragraph 4.4 below);
- other organisations:
  - utilities, infrastructure and service providers
  - private sector bodies, including business interests
  - other specific or general consultation bodies – including local (parish) councils, amenity, environmental and residents organisations, and the voluntary sector;
- the local strategic partnership;
- landowners; and
- individuals, whether residents, business people or visitors.

4.2 Engagement with the key public bodies (and others) has been of a general and a targeted nature in order to:

- understand the nature of the circumstances and issues affecting the borough;
- offer the opportunity to raise and/or discuss any issues;
- target those organisations which can help tackle strategic and local issues; and
- help formulate plans which will enable the appropriate development to be delivered, together with the necessary infrastructure and services.

4.3 As regulations and advice have evolved over the period of preparing the Core Strategy, the Council's responsibilities, nature of issues and need to consult specific groups has varied. In some cases the Council has sought comment and input from previously existing authorities or alternatives on relevant subjects/issues.

4.4 The key public bodies with which the Council currently has a duty to co-operate are listed in Table 1. The Council has consulted the relevant bodies in the list and worked with them: Table 2 provides a summary of that involvement.

Table 1: Key Public Bodies

Prescribed Organisations	Not Relevant	**Preceding Organisation**	**Relevant Additional/Alternative Organisation(s) or Partners**	Engaged with the Council
Aylesbury Vale District Council				✓
Buckinghamshire County Council				✓
Central Bedfordshire Council				✓

Chiltern District Council				✓
Hertfordshire County Council				✓
Luton Council				✓
St Albans City & District Council				✓
Three Rivers District Council				✓
Watford Borough Council				✓
Environment Agency				✓
English Heritage				✓
Natural England				✓
Mayor of London	X			
Civil Aviation Authority	X			
			Ministry of Defence	✓
			National Air Traffic Services	✓
			Luton Airport	✓
Homes and Communities Agency				✓
Primary Care Trust				✓
			Strategic Health Authority	✓
			Hospital Trust	✓
Office of Rail Regulation	X		Network Rail	✓
Transport for London	X			
Integrated Transport Authority	X			
Highway Authorities			Herts County Council	✓
			Highways Agency	✓
Marine Management Organisation	X			
Herts Local Enterprise Partnership[1]		Herts Works	Herts County Council	✓
			District Councils	✓
			Chamber of Commerce	
			EEDA[2]	✓
			Hertfordshire University	
			Colleges	
			Job Centre Plus	
			Business reps	

Note: [1] The body established for the purpose of creating or improving the conditions for economic growth in an area.

[2] East of England Development Agency, now defunct

Table 2: Summary of Co-operation with Key Public Bodies

Key Public Body	Nature of Co-operation
Aylesbury Vale District Council	• Informal liaison • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Consultation on selected evidence work – landscape and green infrastructure.
Buckinghamshire County Council	• Informal liaison

	• Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)*
Central Bedfordshire Council	• Informal liaison – including discussion on growth in Luton and Central Bedfordshire in regional spatial strategy. • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Consultation on selected evidence work – landscape and green infrastructure.
Chiltern District Council	• Informal liaison • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Consultation on selected evidence work – landscape and green infrastructure.
Hertfordshire County Council (HCC)	• Continuous informal liaison in respect of transport, education, planning and other services (also involved in Place Workshops and at the stage of drafting the Core Strategy) • Engaged with HCC on local transport planning, including urban transport plan(s) and modelling • Information monitoring and liaison. • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Joint working (with others) on economic development, housing markets, Gypsies and travellers, landscape, green infrastructure, climate and energy, building design, infrastructure and community infrastructure levy charging. • Consultation/liaison on relevant studies, on drainage and on environmental partnership issues • Collaboration on infrastructure provision and Dacorum Infrastructure Delivery Plan in particular.
Luton Borough Council	• Informal liaison - including discussion on growth in Luton and Central Bedfordshire in regional spatial strategy • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)*
St Albans City & District Council	• Informal liaison on various matters, including housing and employment growth, governance and local authority boundaries at Hemel Hempstead (also involved in Hemel Hempstead Place Workshop) • Joint evidence work and consultation for Growth at Hemel Hempstead, 2006 and East Hemel Hempstead Area Action Plan Issues & Options, 2009 *(see separate Core Strategy and AAP Reports of Consultation for more detail)* • Involvement in Maylands Partnership meetings and preparation of Maylands Master Plan • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Joint evidence studies for some issues (including water

	environment, flood risk, employment) • Consultation/liaison on other relevant studies (e.g. landscape, town stadium) • Joint working with HCC and others on economic development, housing markets, climate and energy, building design, infrastructure and community infrastructure levy charging.
Three Rivers District Council	• Informal liaison on various matters particularly in relation to Kings Langley and the southern edge of the borough (also involved in Kings Langley Place Workshop) • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Joint evidence studies for some issues (including water environment, flood risk, urban capacity and housing land availability, employment) • Consultation/liaison on other relevant studies • Joint working with HCC and others on economic development, housing markets, Gypsies and travellers, climate and energy, building design, infrastructure and community infrastructure levy charging.
Watford Borough Council	• Informal liaison • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Joint evidence studies for some issues (including water environment, flood risk, urban capacity and housing land availability, employment) • Consultation/liaison on other relevant studies • Joint working with HCC and others on economic development, housing markets, Gypsies and travellers, climate and energy, building design, infrastructure and community infrastructure levy charging.
Environment Agency	• Informal liaison • Engaged in joint study work on flood risk, the water environment and green infrastructure. • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Collaboration on infrastructure provision and Dacorum Infrastructure Delivery Plan in particular. • Consulted on joint framework for Sustainability Appraisal of planning documents (framework covers Three Rivers, Watford and St Albans as well as Dacorum)
English Heritage	• Informal liaison (including at the stage of drafting the Core Strategy) • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Consulted on joint framework for Sustainability Appraisal of planning documents
Natural England	• Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of*

	Consultation for more detail) • Consulted on joint framework for Sustainability Appraisal of planning documents • Engaged in joint study work on green infrastructure
Homes and Communities Agency	• Informal liaison (including at the stage of drafting the Core Strategy) • Involved as a significant landowner. • Joint preparation of a Local Investment Plan • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)*
Primary Care Trust	• Informal liaison (including at the stage of drafting the Core Strategy) • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Collaboration on infrastructure provision and Dacorum Infrastructure Delivery Plan in particular.
Network Rail	• Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Collaboration on infrastructure provision and Dacorum Infrastructure Delivery Plan in particular.
Highways Agency	• Informal liaison (including at the stage of drafting the Core Strategy) • Discussion over strategic highway aspects of the evidence base (including provision of a run of the Agency's Diamond traffic model). • Statutory consultation (Issues & Options, Emerging Strategy, Consultation Draft and Pre-submission) *(see Report of Consultation for more detail)* • Collaboration on infrastructure provision, and Dacorum Infrastructure Delivery Plan in particular.

Evidence Gathering

4.5 Evidence supporting the Core Strategy consists of a range of studies, technical information and advice. Gathering the evidence normally involved collaboration and/or consultation with neighbouring authorities, Herts County Council and/or other public bodies. Consultation is normally reported with the relevant study.

4.6 The Council's approach included:

- joint commissioning of many of the studies (see Table 3), the remainder being specific to Dacorum.
- the involvement of local authorities and other public bodies, which were relevant to the particular study (e.g. English Nature and Green Infrastructure; the Environment Agency and the Strategic Flood Risk Assessment and Water Cycle Report; St Albans Council and the Town Stadium/Community Sports Facility; Landscape Character and the Chilterns Conservation Board)

- agreement over the output: the recommendations of all commissioned studies were independent – the role of the bodies involved was to ensure that the study met the project brief and that the recommendations of the study logically related to the evidence and expertise of the consultants.

4.7 A few studies applied to Dacorum only – urban design assessment, urban nature conservation, retail and open space being the most important. Their preparation involved a workshop and/or other consultation.

Table 3: Jointly Commissioned Studies

Subject	Local Authority involved[1]					
	Dacorum	Herts CC	Three Rivers	Watford	St Albans	Other(s)
Urban Capacity (Housing)	✓		✓	✓		
Housing Land Availability	✓		✓	✓		
Strategic Housing Market	✓	✓	✓	✓	✓	✓
Affordable Housing Viability	✓		✓	✓		
Employment	✓		✓	✓		
Gypsies and Travellers[2]	✓		✓	✓	✓	✓
Employment (London Arc)	✓		✓	✓	✓	✓
Sport and Recreation	✓		✓	✓		
Green Infrastructure	✓[3]	✓[3]	✓	✓	✓	✓
Landscape Character	✓	✓				
Flood Risk	✓		✓	✓	✓	
Water Cycle	✓		✓	✓	✓	✓
Renewable and Low Carbon Energy	✓	✓	✓	✓	✓	✓
Herts Infrastructure & Investment[4]	✓	✓	✓	✓	✓	✓

Notes: [1] The lead authority is indicated by an emboldened tick.
[2] A revised assessment is planned for summer 2012.
[3] HCC led the county-wide element and Dacorum a local element.
[4] A refresh is due for publication in summer 2012.

4.8 Consultation on issues, strategy and policies may also be considered as a form of evidence. Consultation up to the stage of the Pre-Submission Strategy is outlined in the Report of Consultation. All bodies listed in Table 2, as well as relevant organisations, the business community and the wider public, were involved (ref Tables A1 and A2, Appendix 1, Volume 7 Report of Consultation). Local authorities were separately contacted in 2007 (ref paragraph 10.5 and Appendix 10, Volume 2 Report of Consultation). Place workshops held in 2008 (and in 2011 for Hemel Hempstead Town Centre) were attended by local

authorities, the County Council, Three Rivers and St Albans Councils, and a variety of other participants (Volume 3, Report of Consultation). Issues raised at the workshops were specifically passed to the relevant bodies for their attention. Some bodies, including the County Council, Highways Agency, Primary Care Trust, Homes and Communities Agency, were consulted about the drafting of the Core Strategy – i.e. before general public consultation (ref Appendix 3, Volume 5 Report of Consultation). The Report of Consultation explains how comments were taken into account.

4.9 Informal discussion and liaison is not recorded as formal consultation has been, but it is important. Understanding with key public bodies has often come through liaison at special or standing meetings and other networking. Such understanding has been helpful in gathering evidence, assisting the Council to put forward a balanced strategy, handling infrastructure issues and minimising any differences. For example, engagement with the Homes and Communities Agency has invariably been through economic and regeneration initiatives and plans.

4.10 The Primary Care Trust undertook their own research, on the basis of which they offered guidance and advice on primary care provision, specifically where there may be gaps in provision or problems. This fed through into the place strategy work. An update to their research is expected for a later review of the Infrastructure Delivery Plan. Regular meetings were held with the County Council to consider service issues, particularly the relationship of education needs to different development levels. Again this informed the place strategy work. The education issues at Berkhamsted are difficult to plan definitively for and a practical, flexible approach has therefore been promulgated. Informal meetings were held with EEDA about employment growth, and their advice in relation to the economy was followed.

4.11 Regular liaison with the County Council as local highway authority informed consideration of local allocations and site assessment work and helped link transport and planning policy. A traffic model was commissioned for Hemel Hempstead, enabling the effects of growth (in the Core Strategy) on the principal road network to be assessed. Testing assumed the inclusion of planned road works, such as the North East Hemel Hempstead Relief Road. The authorities met the Highways Agency to consider the effect of growth on the strategic network: the Agency has provided a run of their Diamond traffic model, which complements the local work. Currently, the Council is co-operating with the County Council on inter-urban transport corridors – A 41 (N. London–Tring) and A414 (Hemel Hempstead–Harlow) and the Berkhamsted /Tring Urban Transport Plan.

4.12 The County Council (HCC) commissioned the Herts Infrastructure and Investment Study (Strategy) (HIIS, 2009) with the Hertfordshire districts: the work embraced infrastructure providers, such as the Primary Care Trust and Environment Agency and the County Council's own service representatives. The original context was the level of growth proposed in the Regional Spatial Strategy: it entailed a 'master planning' exercise at Hemel Hempstead as the

basis for assessing infrastructure requirements. The Council agreed to use the eastern growth strategy with HCC and St Albans Council. While this included land in Dacorum, the main area of development would have lain to the east of the town in St Albans district. The study considered historic infrastructure deficits, together with the requirements of growth, and potential funding mechanisms. The Borough Council commissioned a Dacorum infrastructure study using the HIIS as a starting point and developing evidence of provision, needs and programmes through a series of meetings with all infrastructure providers. The study (Dacorum Strategic Infrastructure Study, 2010) was accompanied by proposals for a planning obligations tariff. A full update to the study has recently been published. Local authorities in the county (including Dacorum) have commissioned consultants to consider community infrastructure levy charging and development viability.

Issues

4.13 The main strategic issues arising (in the context of this Statement) are:

- The homes needed

  - i.e. the level of housing that should be provided and its balance with the level of jobs; the diversion of any housing requirements outside of the borough; the planning of settlements crossing into other districts (Hemel Hempstead and Kings Langley); provision for travellers.

- The jobs needed

  - i.e. the level appropriate in relation to the housing level; the size and role of Maylands Business Park in the sub-region.

- Retail and leisure demands

  - i.e. the accommodation of a town stadium/community sports facility on the eastern side of Hemel Hempstead; the management of the countryside and accommodation of leisure demands across the Chilterns; the role of town centres.

- Health and education facilities

  - i.e. access to the Watford Health Campus (with its Accident & Emergency and other specialist health services), linked to the loss of services at Hemel Hempstead; new primary schools, some catchments overlapping with St Albans and Three Rivers areas; possible reintroduction of the two tier education system at Berkhamsted.

- Managing the water environment

- i.e. sewerage capacity for Hemel Hempstead and Kings Langley; achieving a co-ordinated approach to water supply, and the management of waste water, run-off/flood risk and the river environment.

- Transport

  - i.e. capacity and planning for movement on some routes, including M1 and M25, and some localised cross-boundary issues; ensuring the appropriate links to and consistency with the local transport plan.

- Climate change and energy

  - i.e. achieving a common understanding and approach to low and zero carbon development and renewable energy opportunities.

- Waste and minerals planning

  - i.e. ensuring consistency with minerals and waste planning.

- Conservation and enhancement of the natural and historic environment

  - i.e. continuity of habitat and landscape management, including the improvement of green infrastructure; management of heritage assets. Landscape management may also apply to the historic landscape.

Strategy and Appraisal

Strategy

4.14 The evidence base, including all the key studies and the Dacorum Strategic Infrastructure Study (2010), considered different levels of development, largely because of uncertainties with the regional planning framework. The highest growth level – 17,000 dwellings and 18,000 jobs – would clearly have involved expansion into St Albans district. The Hertfordshire Infrastructure and Investment Strategy considered the highest development level.

4.15 The selected development strategy and broad level of development – 11,320 dwellings and 10,000 jobs - are accepted by all the public bodies. The settlement strategy is a continuation of existing and well-understood planning policy. No adjoining local authority has asked the Council to accommodate any housing demand arising from their area. Aylesbury Vale Council specifically stated that during their Vale of Aylesbury Plan consultations at the end of 2011. The jobs target is consistent with the housing growth, allowing for a small element of growth from outside Dacorum reflecting the sub-regional role of Maylands Business Park.

4.16 Informal discussions have been held with adjoining local authorities:

(a) Aylesbury Vale Council about the expansion of Aylesbury

The original RSS policy proposed 26,000 dwellings in the district. The Council were particularly concerned about the extent of the eastern growth arc at Aylesbury, until it was clarified that about half would be green space and flood meadows. The recent Vale of Aylesbury Plan consultations suggest around 6,000 dwellings at Aylesbury up to 2031, although a higher figure could perhaps be accommodated (the previous target was around 9,000). It is understood the level under consideration would meet the district's own needs.

(b) Chiltern Council on general issues (see Appendix 10, Volume 2 Report of Consultation as an example)

(c) Luton/Central Bedfordshire Councils about options to expand Luton/Dunstable /Leighton Linslade

(d) St Albans Council on the growth of Hemel Hempstead, role of Maylands and extension of the town eastwards

The local development schemes for the two authorities recognise that that Area Action Plan for East Hemel Hempstead could be smaller or larger depending on the scale of development that needs to be accommodated. St Albans Council has been involved in relevant studies; it has participated in the Maylands Partnership and Master Plan; it carried out joint consultation with the Council on major growth options at Hemel Hempstead; it agreed the major growth development scenarios at Hemel Hempstead and the eastern growth option for the HIIS master planning exercise. The Hemel Hempstead Place Workshop, at which St Albans participated, favoured the eastern growth option. The councils agreed a formal consultation paper on the alternative scenarios (April/May 2009), although that consultation did not take place because the policies in the regional spatial strategy promoting major growth at Hemel Hempstead were quashed (June 2009). The background paper (and sustainability appraisal accompanying it) has since been published for information. The Council has discussed possible development options at north east Hemel Hempstead with St Albans Council to meet needs arising in St Albans (at that council's request). St Albans Council intends to retain the area in the Green Belt: the selection of the housing target (for Dacorum) accepts this position. The text in the Core Strategy has been agreed with St Albans Council (also see Table 4): the Core Strategy recognises there will probably be some development needs arising in Hemel Hempstead which should be met in St Albans district and which are generally appropriate in the Green Belt (e.g. community sports facility).

(e) Three Rivers Council on the Kings Langley area and together with Herts County Council on the provision of primary school facilities

The Council and Three Rivers Council will be guided by HCC on primary school provision: the current conclusion is that an additional primary

school in the south of Hemel Hempstead would be sufficient to meet all relevant needs.

4.17 Alternative housing levels, development locations and local allocations were considered through the place strategies in both the Emerging Core Strategy and Consultation Draft consultations. They have been continually discussed with the County Council, particularly because of education capacity issues and community concerns about traffic. Housing target options were considered in the Consultation Draft consultation.

4.18 The Council is satisfied with its chosen housing target.[2] However, it has also considered both contingency and long term growth opportunities, if the target is not accepted by the Inspector at the Examination into the Core Strategy. The Council has asked Aylesbury Vale Council to consider the potential to accommodate a small portion of externally generated growth (because of the geography of Dacorum): this would acknowledge the past role of the Milton Keynes South Midlands sub-region and the lack of a green belt at Aylesbury. The logical longer term growth option for Dacorum is the east of Hemel Hempstead:[3] it could be developed from the 'Gorhambury' proposal put forward by the Crown Estate (in connection with the regional spatial strategy).

4.19 The first formal opportunity for the public bodies to influence the policy content of the Core Strategy was provided through the publication of the Emerging Core Strategy. Some then assisted the Council in drafting the Core Strategy itself (ref Volume 5, Report of Consultation). There was then full consultation on the Consultation Draft. The Council has endeavoured to incorporate all important points made by the bodies, particularly where they affected policy in the Core Strategy.

4.20 Dacorum Partnership was involved early on and agreed that the strategy should focus on the regeneration and growth of Hemel Hempstead and protection of the countryside. It endorsed the strategy (at Consultation Draft stage) and agreed the selection of the housing growth level.

4.21 Co-operation in planning over many years has helped to create complementary policies, particularly in Hertfordshire. The preparation of a joint evidence base for many topics has similarly helped.

4.22 The role of settlements and centres, the key elements of the transport network and the planning of the Green Belt, biodiversity and the Chilterns countryside have all been accepted by the relevant bodies. The main strategy can invariably be traced back to regional and structure planning guidance.

4.23 Housing markets and viability have been examined across wide areas, and policies following this evidence will be complementary. The same is true of

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[2] A separate paper explains the derivation of the borough housing target.
[3] Cabinet Report: Item 15 – 26 July 2011

employment provision, countryside recreation and landscape. Continual liaison through the Chilterns Conservation Board and involvement with the Herts environmental networks, which include Natural England, has helped. Retail space is intended to serve local catchments: the role of Dacorum's shopping centres is therefore planned to retain a similar balance with 'competitor' or higher order centres. Management of flood risk and water supply are general issues. It is agreed that development should avoid creating any problems in the flood plain, and in particular farther down the river catchment. The approach to water management and sustainable design is supported by the County Council and Environment Agency. Waste planning links have been agreed with the County Council (also see Table 4).

4.24 The Council has supported the introduction of the Croxley Rail link which will provide rail access to Watford Health Campus from Dacorum (via Watford Junction).

Appraisal

4.25 Policies and proposals, including alternatives, were assessed using sustainability appraisal (this incorporated strategic environmental assessment). Independent consultants were commissioned by the Council with Watford, Three Rivers and St Albans Councils. A common appraisal framework and set of sustainability objectives were agreed with the Environment Agency, English Nature and English Heritage.

4.26 A sustainability appraisal (update and/or working note) accompanied each formal stage of the Core Strategy, to inform the draft and any options/alternatives presented, and to enable feedback on the appraisal itself. Feedback was considered on two bases – whether it altered the appraisal, but more importantly whether it should change the Core Strategy. Alternative growth scenarios and alternative locations for new development have been assessed. The sustainability appraisal provided an important check and guidance in drafting and editing policies. The sustainability framework assisted the selection of development locations (outside settlements), but it was not the sole determinant. The Council took an informed and balanced view of all factors, including for example, the particular views of a neighbouring authority, the weight to be given to particular issues/concerns and some land use policy considerations.

4.27 Habitat Regulations (Appropriate) Assessment was undertaken by the same consultants. The assessment and its update were agreed with English Nature.

Infrastructure and Delivery

4.28 Infrastructure needs have been assessed at both a county (Hertfordshire) level and district level. The strategy has been guided by advice from infrastructure providers. One-to-one meetings with infrastructure (and service) providers have informed the newly published Dacorum Infrastructure Delivery Plan.

4.29 There are no “showstoppers” affecting the delivery of the Core Strategy and the development level and distribution it is proposing. Education provision is sensitive to development levels and locations, and new schools will be necessary (for example at West Hemel Hempstead and Berkhamsted). The Primary Care Trust has identified an issue in GP capacity and facilities in the west of Hemel Hempstead: it can be resolved through the local allocation at West Hemel Hempstead. Thames Water supports the Core Strategy approach to local allocations and the phasing of housing supply, particularly at Hemel Hempstead, which will help it plan investment in sewerage infrastructure. There is no especial waste planning requirement in Dacorum, though the County Council are seeking a site for organic waste treatment in the ‘corridor’ from Watford to Hemel Hempstead.

4.30 Landowners, developers and builders will both deliver development and provide or support the delivery of new infrastructure. The planning framework for particular places and sites will state specific item(s) should be delivered with the development. The County Council, Borough Council and Homes and Community Agency are significant landowners in Dacorum. A five year Local Investment Plan has been prepared with the Homes and Communities Agency (HCA). The Council has published the Dacorum Development Plan 2011-2015 to guide its actions as a landowner and resource provider and work with other agencies.

4.31 Relevant development proposals will contribute towards a planning obligations tariff initially and then a community infrastructure levy (CIL). Charging will be assessed against viability. The preparation of both has and will involve the County Council and infrastructure providers, and general consultation. CIL charging is currently the subject of joint work commissioned by the district authorities. Prioritisation of the use of monies which will be raised from CIL has yet to be concluded with the relevant bodies. In the case of the planning tariff this is largely left to the service agency, usually the Borough or County Council: sustainable transport monies support local transport planning and the existing urban transport plan, and is discussed annually between the two councils.

4.32 The Council has sought and will continue to seek external funding to support its regeneration aims and infrastructure delivery. The Growth Area Fund bid (2008) secured a valuable contribution to planning and capital works: it was supported by St Albans Council and Herts County Council.

4.33 The Council is engaged with the Hertfordshire LEP (and previously Herts Works) in economic support and funding bids to support regeneration of Maylands. A bid for Enterprise Zone status was unsuccessful, but monies from the Growing Places Fund should be available for access infrastructure to Spencers Park and the Maylands Gateway: this is supported by the HCA. The Council is also participating with the South East Midlands LEP on key infrastructure funding (the main issue being the planning of a rail link between Oxford and Bedford via Milton Keynes and Aylesbury).

4.34 More detailed planning advice and further information and costing of infrastructure elements will assist the delivery of the Core Strategy. The Chilterns Management Plan and Chilterns Buildings Design Guide and county-wide Building Futures best practice advice are examples of wider co-operation and joint policy making. Subsequent iterations of the Infrastructure Delivery Plan, supported by the providers, will refine statements about provision, cost, funding sources and delivery programmes.

5. Influence of the Key Public Bodies on the Soundness of the Core Strategy

5.1 The Council worked with key public bodies through the formative stages of the Core Strategy and took all comments and advice into account. The Council has worked with key public bodies through the Pre-Submission representations stage, both formally and informally depending on the issue. There is either a high degree of support for the Core Strategy and/or a lack of concern. However, there were some representations to consider.

5.2 The Council considered the representations of the key public bodies very carefully against the evidence, remaining policies and practical development of the local planning framework. Where appropriate the Council is suggesting changes to the Core Strategy to remove any concerns (see Table 3, Annex B in Part 2 of the Report of Representations). A summary of the main representations and approach taken by the Council is given in Table 4 below.

Table 4: Co-operation with Key Public Bodies at Pre-Submission[1]

Key Public Body	Nature of Co-operation
Aylesbury Vale District Council	Aylesbury Vale Council had three areas of concern with the proposal to develop an area west of Tring (Local Allocation LA5) – i.e. landscape character, visual impact and transport impacts – and wanted discussions on details before the Site Allocations stage. The Council has met with Aylesbury Vale Council to discuss their concerns: Aylesbury Vale accepted that it is reasonable to develop in this location. The two councils will liaise further, particularly to ensure that development fits with its surroundings. There will be no development in the Chilterns Area of Outstanding Natural Beauty. The highways authority (Hertfordshire County Council (HCC)) has no concerns about traffic, subject to detailed design and management. Buckinghamshire County Council made no comments. The Council is liaising with the landowner(s) and intends to provide a joint statement with them (and in co-operation with Aylesbury Vale Council). Detailed comments from HCC in relation to education are incorporated in minor changes (Annex B Table 3, Report of Representations).
Buckinghamshire County Council	No representations were received.
Central Bedfordshire Council	No representations were received.
Chiltern District Council	Chiltern Council responded with “No comment”.
Hertfordshire County Council	Liaison with the County Council has been substantial over the whole period and will continue. The County Council made a number of representations on planning and environmental matters, highways, services and infrastructure, and as landowner. There were two main submissions:

	(a) a compendium of views from the Environment Department: *Historic Environment* Comments were very detailed, but will be useful input when saved policies in the Local Plan are reviewed or policy is developed further in particular areas. Specific concerns affecting terminology and the countryside strategy are incorporated in minor changes (Annex B Table 3, Report of Representations). *Minerals and Waste Planning* Policy CS29: Sustainable Design and Construction was specifically supported. Minor changes to references and to note site waste management plans meet concerns. *Green Infrastructure* Although three concerns were raised they are simply answered. 'Urban greening' in Hemel Hempstead is one of the projects covered by Policy CS26 and to be covered by supplementary guidance. Money from the community infrastructure levy or similar will be used for appropriate infrastructure provision (including green infrastructure). The Chilterns AONB is fully covered in policy and the key infrastructure which runs through it and other parts of the borough shown on Map 3. Points on specific corridors have been checked. *Planning* The County Council says that waste water capacity at Maple Lodge may be a problem. The Council has fairly reflected sewerage issues in the Core Strategy and is fully supported by Thames Water. Close liaison with Thames Water is being maintained through work on the infrastructure delivery plan. *Highways* Discussions with the local highway authority are continuing. It is satisfied that the infrastructure delivery plan properly links to the Core Strategy and accepts the reference to bus interchange facilities (rather than a bus station) in Hemel Hempstead Town Centre. The Hemel Hempstead Traffic Model has been used to assess flows on the main network. The highway authority is fully acquainted with all local allocation and strategic sites (in the Core Strategy), and we expect to agree detailed access arrangements with landowners at the appropriate time. (b) views from Corporate Services on behalf of services such as education: The way the Core Strategy covers and embraces service issues is supported. Very few minor changes are needed. The Council will discuss these representations and minor changes further with the County Council. A small number of landowner issues were raised, supporting the use of its land in two local allocations. The County Council (as landowner) would accept development on part of Dunsley Farm, Tring, if it was needed. It does however understand the sensitivity of this location and accepts the (Borough) Council's position.
Luton Borough Council	Luton Council responded with "No comment".
St Albans City & District Council	St Albans City & District Council supported the thrust of the Dacorum Core Strategy and supported joint working for the East Hemel Hempstead Area Action Plan (EHHAAP). That Council also noted the October 27 2011 Member and officer meeting which confirmed

	the appropriateness of and support for joint working on the EHHAAP, as reflected in the Dacorum Core Strategy. At an officer meeting on 29 November 2011, it was agreed that Dacorum would amend the text in the Dacorum Submission Core Strategy and Figure 22 to refer to the (currently shown) EHHAAP boundary, where it includes land in this District, as an "indicative study area". This is incorporated in minor changes (Annex B Table 3, Report of Representations). The precisely defined EHHAAP boundary, appropriate uses and their locations will be agreed through continued joint working.
Three Rivers District Council	Three Rivers Council submitted representations in support. It wanted further information on infrastructure provision in Kings Langley as a result of planned (housing) development in the wider area. This is being provided through the infrastructure delivery plan and largely depends on advice from the County Council about primary school needs.
Watford Borough Council	No representations were received.
Environment Agency	The Environment Agency specifically supported Policies CS29, CS31 and CS32.
English Heritage	English Heritage provided a number of detailed comments on the historic environment and design. Some considerations will be relevant to the review of saved policies in the Local Plan or development of policy. Minor changes meet most points about Hemel Hempstead and Berkhamsted Castle (Annex B Table 3, Report of Representations). English Heritage has been involved in consultation on Hemel Hempstead Town Centre Master Plan and will be engaged in more detailed planning of local allocation, LA2, at the Old Town Hemel Hempstead. English Heritage responded with “No comment” to the Omissions Consultation.
Natural England	Natural England supported Section 18: Using Resources Efficiently and provided a mix of detailed comments on Section 16: Enhancing the Natural Environment. Policies CS24 and CS26 are specifically supported. Minor changes include more information on the Chiltern Beechwoods SAC and sites of special scientific interest (Annex B Table 3, Report of Representations). More guidance is and will be available in supplementary documents.
Homes and Communities Agency	No representations were received.
Primary Care Trust	No representations were received.
Network Rail	No representations were received.
Highways Agency	The Highways Agency supports the Council’s approach and Policies CS8 and CS9. Some points are made in respect of particular places and sensitivities on the primary road network (A5, M1 and M25). The level of development is very low in Kings Langley and Markyate. It is much more significant at East Hemel Hempstead, which the Council acknowledges in a proposed change (Annex B Table 3, Report of Representations). The Highways Agency has run its Diamond Model to assess traffic effects in this area. Supporting East Hemel Hempstead in the Omissions Consultation, the Highways Agency stated that it: “considers that the appropriate transport evidence base is in place to support the Core Strategy.”

Note: [1] Up to the time when the Core Strategy was submitted for examination.

5.3 The Council will be referring its assessment and proposed minor changes to the relevant bodies for their information, further discussion and agreement.

6. Continuing Co-operation

6.1 The Statement of Compliance with the Duty to co-operate has focused on co-operation with key public sector bodies up to submission of the Core Strategy.

6.2 Co-operation does not, however, end here or with the adoption of the Core Strategy.

6.3 It will continue through the delivery and review of the Core Strategy. The main elements of delivery are described throughout the Core strategy. They include:

- successful implementation of policies;
- co-ordination of infrastructure delivery with development, for which the infrastructure delivery planning process will be important;
- further evidence gathering and understanding of issues; and
- preparation of more detailed policies and completion of the local planning framework; and
- action programmes.

What precisely will happen will depend on the particular issue and the role of the particular public body.

6.4 The Council cannot be specific about all roles over the plan period. Roles will adapt and change according to issues and their importance. For example, the role of Hertfordshire County Council is more important as a service provider than for town planning, compared to five years ago.

6.5 The organisational arrangements described in paragraphs 3.15-3.20 will continue and adapt. The former regional planning arrangements are being replaced. In Hertfordshire, a County Planning Co-ordinator is being appointed by the Hertfordshire Planning Group. The purpose of the role is to work on a variety of strategic planning issues affecting the county and beyond and to assist with the district's delivery of the duty to co-operate. The officer will provide a resource and a driver for co-operation and co-ordination of effort.

6.6 A few examples of co-operation intended in the future are given in Table 5.

Table 5: Examples of Co-operation in the Future

Key Public Body	Nature of Co-operation
Aylesbury Vale District Council	• Site Allocations and Development Management DPDs, and completion of the local planning framework • countryside policy and development in the Tring area • local allocation LA5 at West Tring

Buckinghamshire County Council	• Completion of the local planning framework
Central Bedfordshire Council	• Completion of the local planning framework • Countryside policy
Chiltern District Council	• Completion of the local planning framework • Countryside policy
Hertfordshire County Council	• Completion of the local planning framework • Service capacity and needs, and infrastructure delivery • Transport planning, parking strategy and site access issues
Luton Borough Council	• Completion of the local planning framework
St Albans City & District Council	• Site Allocations and Development Management DPDs • Joint planning at East Hemel Hempstead – either through one Action Plan or two linked plans • Infrastructure planning at East Hemel • Completion of the local planning framework
Three Rivers District Council	• Completion of the local planning framework • Infrastructure planning in the lower Gade valley (and Kings Langley)
Watford Borough Council	• Completion of the local planning framework
Environment Agency	• Site Allocations and Development Management DPDs • Flood risk management and water environment • Environmental appraisal • Advice on selected sites and locations
English Heritage	• Site Allocations and Development Management DPDs • Conservation management • Environmental appraisal • Advice on selected sites and locations
Natural England	• Site Allocations and Development Management DPDs • Countryside and green infrastructure policy • Environmental appraisal
Homes and Communities Agency	• Regeneration strategy • Delivery of Maylands Gateway • Local allocation LA3 at Marchmont Farm and other land
Primary Care Trust	The PCT will be disbanded in March 2013. However the Council will: • Work with the PCT (and Hospital Trust) on issues affecting Hemel Hempstead Town Centre Master Plan for the time being • Liaise with the Herts Valley Clinical Commissioning Group on infrastructure issues when it replaces the PCT.
Network Rail	• Completion of the local planning framework • Station Gateway site
Highways Agency	• Linking modelling of town and strategic highway forecasts (for Hemel Hempstead)

	• Completion of the development plan, and co-ordination of development with the strategic highway network
Herts Local Enterprise Partnership	• Economic strategy links with planning • Investment support and priorities

6.7 Actual co-operation will be reported every year in the Annual Monitoring Report in accordance with Regulation 34(6) in the Town and Country Planning (Local Planning) (England) Regulations 2012.

Appendix 1: Selected Policies from the Regional Spatial Strategy - London Arc

Policy LA1: London Arc

(1) Within the London Arc the emphasis will be on:

(a) retention of long-standing green belt restraint, supported by more positive green infrastructure use of neglected areas in accordance with green belt purposes; and
(b) urban regeneration, including the promotion of greater sustainability within the built-up areas, particularly measures to increase the use of non-car modes of transport.

~~(2) Exceptions to the approach in (1) (a) are made at Hemel Hempstead, Welwyn Garden City and Hatfield where strategic green belt reviews will be undertaken to permit these new towns to develop further as expanded key centres for development and change.~~

(3) ~~Other~~ towns in the London Arc will retain and develop their existing individual roles within its polycentric settlement pattern, recognising and making as much provision for new development within the built-up area is compatible with retention and, wherever possible, enhancement of their distinct characters and identities.

(4) The local authorities should work with those in Greater London, especially Outer London, and to the north, and those responsible for delivering strategic transport networks, to ensure that:

- opportunities presented by existing and developing public transport radial routes from London are exploited to support sustainable development at nodal points along these routes, while ensuring that the strategic function of radial routes is not overwhelmed by local movements; and
- a network-wide approach (particularly critical in the London Arc) is adopted towards increasing opportunities for inter-urban journeys by public transport, in line with the Regional Transport Strategy.

Policy LA2: Hemel Hempstead Key Centre for Development and Change

The strategy for Hemel Hempstead couples growth in housing and employment with transformational physical, social and economic regeneration of the original new town to create an expanded sustainable and balanced community. The main elements of this strategy are:

(1) Overall housing growth ~~of 12,000~~ in Dacorum by 2021, concentrated mainly at Hemel Hempstead. Brownfield redevelopment opportunities will be maximised

~~but sustainable urban extensions will also be required, to be focused on the edge of the built-up area of Hemel Hempstead. Extension of Hemel Hempstead into St Albans District will probably be required, taking account of constraints and any opportunities arising from decisions on Buncefield and involving preparation of joint or co-ordinated Development Plan Documents with St Albans DC. Identification of the urban extensions will require a strategic review of the green belt that allows for the continued growth of Hemel Hempstead until at least 2031~~.

(2) Provision for substantial employment growth over the period to 2021 by :

- capitalising on strategic links to Watford, proposed major development at Brent Cross/Cricklewood and elsewhere in London, Luton and Milton Keynes;
- regenerating the Maylands Industrial Estate;
- reconstruction and potential rationalisation of Buncefield; and
- creating a more attractive and vital town centre, making best use of further regeneration and development opportunities.

(3) Focused and co-ordinated action to raise opportunities and expectations and make better provision for local residents in terms of health, education, employment, transport and quality of life.

(4) Ensuring the strategic transport network is adequate to support the growth of the town and creating conditions for significantly increased public transport, walking and cycling within and around it.

(5) Substantial improvement to the image and quality of the town's built fabric and public realm, including multi-functional green space.

Note: The strikethrough text was removed from the regional spatial strategy in 2009 when part of the strategy was quashed following a judicial review.