



Dacorum's Local Planning Framework

Core Strategy



Pre-Submission

October 2011

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If you would like this information in another format, such as large print or audio tape, please call 01442 228660 or for Minicom only 01442 867877.

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Foreword

What is the Core Strategy?

The Council is preparing a new 'Local Planning Framework' for Dacorum borough. This will replace the existing Local Plan that was adopted in 2004.

The Core Strategy is the central document in this Local Planning Framework. Its role is to establish the overall pattern of development within the borough over the next 20 years.

A summary of the Core Strategy is set out in section 1. This includes the Key Diagram (Map 1), which shows where change will be focussed in the borough.

Do I need to comment?

Many people have responded to previous consultations (see chart in Figure 2 at the back of section 3). These responses have been used to help prepare the Pre-Submission Core Strategy.

You are invited to comment on this Pre-Submission document to help ensure that the final Core Strategy document continues to reflect your views and those of the local community. Expressions of support are as useful as expressions of concern.

Comments must be in the form of representations, made either online via the Council's consultation portal or by completing one of the representations forms.

What do I need to know before I comment?

The Core Strategy will guide development through economic ups and downs. The regeneration of Hemel Hempstead town centre and Maylands Business Park are important drivers for economic and social change. Significant increases in employment should normally be balanced with proportionate levels of housing. There is a strong need for new homes in Hemel Hempstead and in other parts of the borough. New development should support new infrastructure. The provision of new homes and jobs must take account of the environmental effects - both positive and negative.

You are advised to read the relevant sections of the Pre-Submission Core Strategy (and any other information you consider appropriate) before commenting.

What can I comment on?

All comments must be precise and, if objecting to the Core Strategy, you must clearly set out the changes that are required to the text.

As the Core Strategy will be examined for its “soundness” by a Planning Inspector, your comment must relate to the issue of “soundness.”

In order for the plan to be sound it must comply with the relevant planning regulations and be:

- *Justified* – founded on robust and credible evidence and represent the most appropriate strategy when considered against reasonable alternatives;
- *Effective* – deliverable, flexible and able to be monitored; and
- *Consistent with national policy* – where there is a departure, the Council must provide clear and convincing reasoning to justify this.

Further advice regarding what you can comment on and how to comment is given in the representation form that accompanies this document.

Is there any additional information that supports the Pre-Submission Core Strategy?

The Pre-Submission Core Strategy is supported by a number of background documents and reports, which cannot be fully summarised here. Key documents are specifically referred to within the text. A separate sustainability report has also been prepared on an independent basis by consultants, C4S. This appraises the environmental, social and economic implications of our proposals and highlights if the consultants have concerns regarding either our coverage of topics or overall approach.

The background information and the Sustainability Appraisal Report are available to download from our website free of charge from www.dacorum.gov.uk and paper copies are held in the reference sections of libraries within Dacorum borough. Copies are also available to purchase from Dacorum’s Strategic Planning and Regeneration team.

Any further questions?

If you have any further questions regarding any of the issues raised in this document please contact the Strategic Planning and Regeneration team on 01442 228660 or email strategic.planning@dacorum.gov.uk.

How do I comment?

Please submit comments online using Dacorum Council's consultation portal.

Alternatively, comments can be sent to the Strategic Planning and Regeneration Team at Dacorum Borough Council using the representations form that is available. You should use a separate form for each representation you wish to make.

Copies of the Pre-Submission Core Strategy, representations form and background information can be found on the Council's website www.dacorum.gov.uk, at local libraries or at Borough Council Offices subject to opening times. Anyone without internet access will be able to fill in a representations form and send it to the following address:

By consultation portal: <http://consult.dacorum.gov.uk/portal/>

Email forms to: strategic.planning@dacorum.gov.uk

Post forms to: Strategic Planning and Regeneration
Dacorum Borough Council
Civic Centre
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1HH

Fax forms to: 01442 228771

All comments received will be publicly available.

What happens next?

After the close of consultation, all representations received (both supporting and objecting to the Core Strategy), will be summarised in a 'Report of Representations.'

If any significant new issues are raised then these will be reported to the Council's Cabinet and Full Council, together with a recommendation on how to proceed. This may require further, targeted consultation.

If no significant new issues are raised then the Core Strategy and associated documents will be submitted to the Planning Inspectorate for formal Examination.

Following receipt of the Inspector's Report, Cabinet and Full Council will consider its findings.

It is hoped that the final Core Strategy can be adopted by the Council in late 2012 / early 2013. The policies it contains are however already being taken into account as material planning considerations.

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1. Summary of the strategy

- 1.1 The purpose of the Core Strategy is to anticipate and manage change in Dacorum over the years to 2031. It needs to balance the need for new development and infrastructure against the need to maintain the environmental assets and unique character of the borough. It is also one of the key tools to help maximise and co-ordinate new investment in Dacorum and help promote economic regeneration.
- 1.2 Dacorum is an attractive borough, with a largely affluent, healthy and mobile population. However, when looking ahead there are a number of challenges to face:

<p>Challenges</p> <p>How to achieve:</p> <ol style="list-style-type: none">1. Balanced and sustainable growth2. A stronger role for the Maylands Business Park3. The regeneration of Hemel Hempstead town centre4. Strong, inclusive communities5. A resilient natural environment6. A high quality and sustainable built environment
--

- 1.3 In order to meet these challenges, the Core Strategy sets out a vision of what the borough should be like in 2031. Strategic Objectives set out how this vision will be realised. They include objectives for the central themes of:
- Strengthening Economic Prosperity
 - Providing Homes and Community Services; and
 - Looking After the Environment.

How much growth and change there will be within the borough

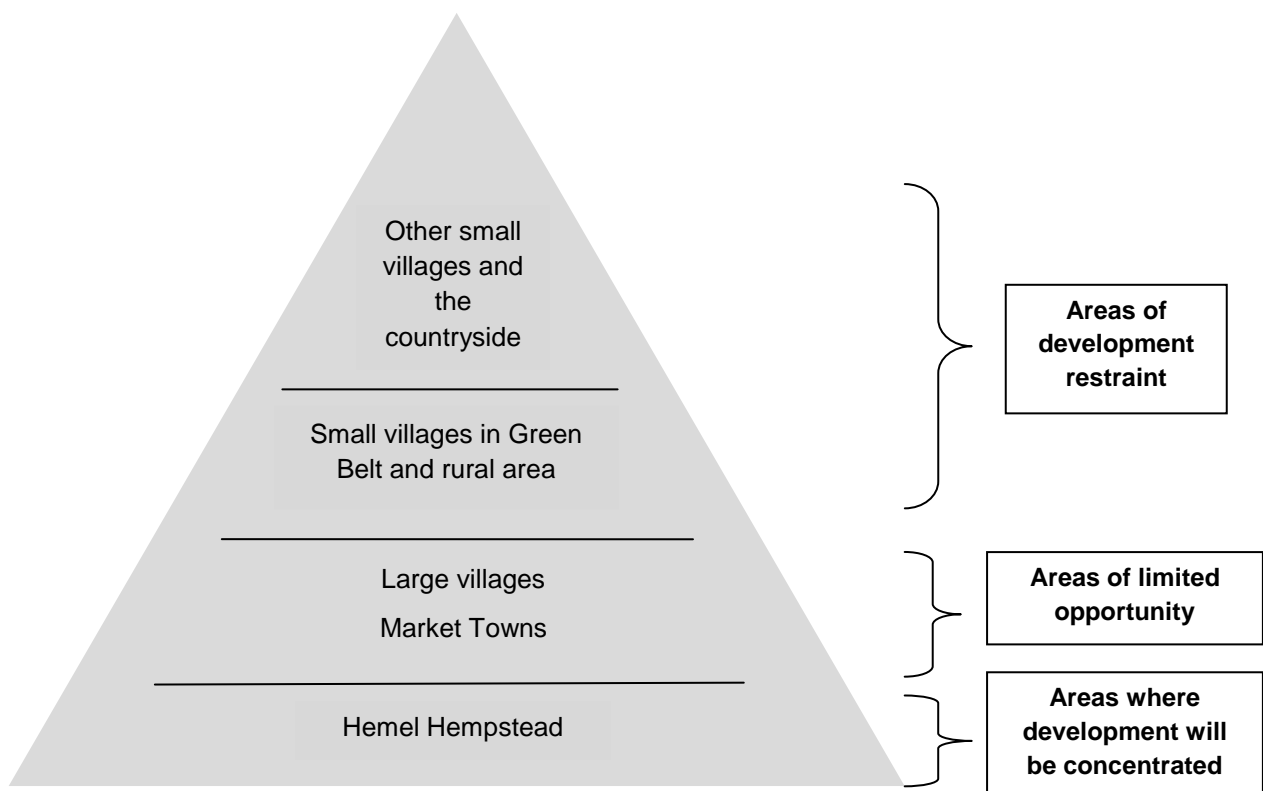
- 1.4 An average of 430 new homes will be provided within the Borough each year, for the plan period (2006-2031). This equates to a total of 10,750 homes. The actual level of delivery is expected to be slightly higher, due to Government rules which do not allow assumptions to be made for 'windfall' sites for the whole plan period when setting the housing target.
- 1.5 The approach to providing homes is to optimise the use of land within defined settlements, with the addition of some 'Local Allocations.' Local allocations are modest extensions to existing settlements which will help meet local housing and infrastructure needs. The release of these sites will be carefully phased to ensure they are only brought forward if required.

- 1.6 In addition to new homes, an additional 131,000 sqm (net) of office floorspace will be provided. There will be no net loss of industrial, storage and distribution floorspace over the plan period. This will help deliver about 10,000 new jobs by 2031 and support the drive towards achieving full employment within the borough. Supporting infrastructure, including schools, hospitals and leisure facilities will also be provided, together with improvements to the local transport network.
- 1.7 The emphasis is upon sustainable growth which links social and economic objectives and balances these with environmental considerations.

Where change will be focussed within the borough

- 1.8 The Key Diagram (Map 1) shows where these changes are expected to happen. These changes will be managed through a ‘settlement hierarchy’ which identifies areas which will be the focus for development and those which will be subject to greater development restraint.

The Settlement Hierarchy



1.9 Further detail of development strategies for each of the towns and large villages, and the wider countryside, is set out in the 'Place Strategies' (sections 19 to 26). Each strategy includes a local vision and objectives which express specific aspirations for these places. The visions are framed in the context of what each place will be like in 2031.

The place where development will be concentrated

1. Hemel Hempstead

1.10 Hemel Hempstead will be the Main Centre for Development and Change in the borough and the focus for new homes, jobs and infrastructure. This will include:

- **New homes.** Around 8,800 new homes will be provided in the town. This includes Local Allocations at West Hemel Hempstead, Marchmont Farm and the Old Town. 35% of all new homes will normally be made available at affordable prices or rents.
- **New jobs.** A significant proportion of anticipated new employment floorspace will be delivered in the town over the lifetime of this strategy. The Maylands Business Park will be the focus for this growth.
- **New services and facilities.** New leisure facilities, a performing arts venue and cemetery will be provided. Hertfordshire County Council have also advised that six new primary schools will be needed to serve both the new and existing population of the town.
- **New infrastructure.** Public transport links between Maylands Business Park, the town centre and Hemel Hempstead railway station will be improved.

1.11 Within Hemel Hempstead four areas have been identified for particular attention:

(a) Town Centre

The regeneration and refurbishment of the town centre will continue, building on its distinctive identity through improvements to the public realm. This will include provision of around 1,800 new homes, a local general hospital, a primary school, a new supermarket and community facilities.

(b) East Hemel Hempstead (Maylands Business Park)

Promote Maylands Business Park as a sub-regional business centre. It will be the focus for high quality, energy efficient development, with improved access to open space and local services and facilities. Approximately 1,000 new

homes, a primary school and a significant amount of new office floorspace will be developed. The delivery of some facilities, such as Park and Ride and a new sports ground may require extending into St Albans District, on land between the town and the M1.

(c) Neighbourhood Centres

The New Town neighbourhood structure will be reinforced and enhanced, and work will continue to regenerate, reinvigorate and “green” neighbourhood centres.

(d) Green Spaces

The network of open land will be maintained. Public open spaces will be improved, particularly the greenspace in the Two Waters area of the town.

1.12 The town centre and Maylands Business Park are designated as Key Regeneration Areas.

Places of limited opportunity

2. Market Towns

1.13 A ‘second tier’ of market towns will meet their local housing needs and provide employment and services for local and adjacent communities.

a) **Berkhamsted** – will have around 1,180 new homes. This includes a local allocation at Hanburys, Shootersway and the strategic site at Durrants Lane/Shootersway (Egerton Rothesay School), which will provide new homes, improvement to the school and additional playing pitches. Two ‘education zones’ have also been identified on the edge of the town to ensure the future primary age schooling needs are met. Existing employment land will be retained.

b) **Tring** – will have around 480 new homes. This includes a local allocation at West Tring to provide new homes, an extension to the Icknield Way General Employment Area, playing fields and new open space. The capacity of Tring School will be increased and new detached playing fields can be provided.

3. Large Villages

1.14 The following villages have been identified as areas where limited development is appropriate to ensure population stability.

- a) **Markyate** – will have around 200 new homes. 90 of these will be provided as part of the redevelopment of the Hicks Road General Employment Area, together with a new doctors surgery, public space, employment premises and other commercial uses.
- b) **Bovingdon** – will have around 130 new homes. This includes a local allocation north of Chesham Road to provide new homes and open space. Existing employment uses such as the Prison and Brickworks will be protected. A long-term solution to parking issues in the village centre will continue to be sought.
- c) **Kings Langley** – will have around 110 new homes and see improvements to school facilities. Its growth will complement proposals to the east of the Grand Union Canal in Three Rivers District.

Areas of development restraint

- 1.15 In rural areas and the urban fringe the priority is to maintain existing urban boundaries and protect the character of the smaller villages and the wider countryside.

4. Small Villages within the Green Belt and Rural Area

- 1.16 Significant environmental constraints apply in this ‘fourth tier’ of small villages and their rural character will continue to be protected. Some small villages are identified as being important for local services and facilities. Local affordable housing and other very limited development will help sustain the villages, i.e.:

- a) Chipperfield
- b) Flamstead
- c) Potten End
- d) Wigginton
- e) Aldbury
- f) Long Marston
- g) Wilstone

5. Other small settlements and the wider countryside

- 1.17 The approach in other small settlements and the wider countryside is to:

- a) maintain the openness of the areas of the borough designated as Green Belt or Rural Area;
- b) protect and enhance both the natural and historic landscape character;
- c) protect and extend the identified network of Green Infrastructure within and outside settlements, with particular attention being given to Key Biodiversity Areas; and

d) conserve and enhance the special qualities of the parts of the borough within the Chilterns Area of Outstanding Natural Beauty;

- 1.18 Maintaining the countryside helps to prevent towns and villages from merging into one another and ensures that they retain their distinctive characters.
- 1.19 Support will be given to the rural economy, with particular emphasis upon farming, local food production and sustainable tourism. The landscape, habitats and biodiversity will be protected and enhanced, particularly those that are rare or locally distinctive.

How development and change will be managed

- 1.20 Development and change will be controlled through a series of policies designed to help the borough respond to future challenges. These cover topics such as accessibility, economic development, the mix and tenure of new homes, the provision of social and community facilities and protection of the historic and natural landscape. Particular emphasis is placed upon the use of sustainable design and construction methods and ensuring that all development is of a high quality and reflects local character.
- 1.21 New development will be phased to ensure that there is either existing infrastructure capacity to accommodate increased demand or that additional infrastructure is provided. Careful consideration will be given to the provision of physical infrastructure (e.g. roads, sewerage and waste disposal facilities), social infrastructure (e.g. such as schools, healthcare and recreational facilities) and green infrastructure (e.g. formal and informal open space and waterways). Development will be expected to make appropriate contributions towards these infrastructure needs. These contributions will usually be in the form of planning conditions, obligations and a Community Infrastructure Levy (CIL) charge. Where appropriate, pooled contributions will be used to address the cumulative impact of development proposals.
- 1.22 The Council's monitoring processes will determine whether the Council's planning policies are being delivered as intended, are having the desired outcomes and whether they are successful at responding to changing needs and circumstances.

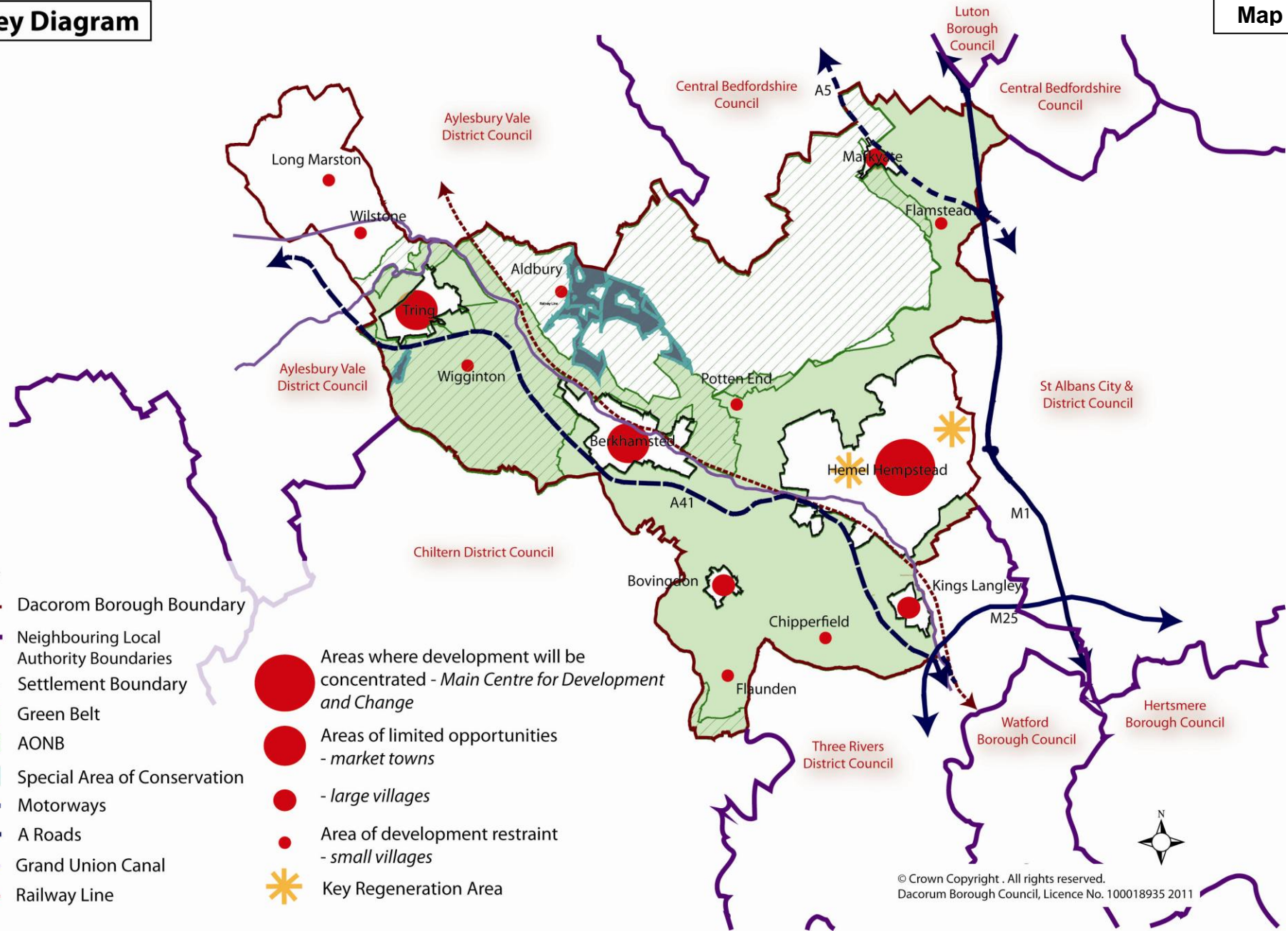
Key Diagram

Map 1

KEY

-  Dacorum Borough Boundary
-  Neighbouring Local Authority Boundaries
-  Settlement Boundary
-  Green Belt
-  AONB
-  Special Area of Conservation
-  Motorways
-  A Roads
-  Grand Union Canal
-  Railway Line

-  Areas where development will be concentrated - *Main Centre for Development and Change*
-  Areas of limited opportunities - *market towns*
-  - *large villages*
-  Area of development restraint - *small villages*
-  Key Regeneration Area



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PART A

THE CONTEXT

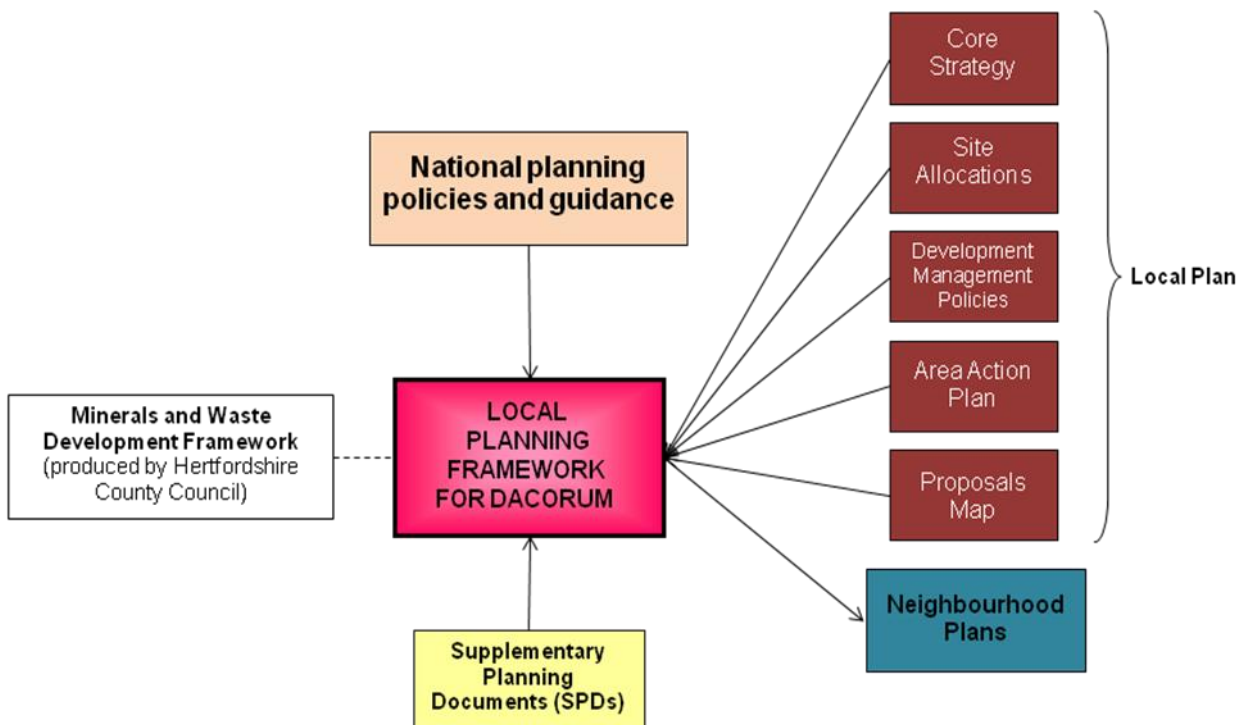
Introduction

2. Introduction

The Core Strategy

2.1. The Core Strategy is the first of the documents that will make up the borough's new local plan. The local plan is the collective name for a series of documents (known as Development Plan Documents) that together will guide future development. Figure 1 illustrates the structure of the local planning framework.

Figure 1: Structure of the Local Planning Framework



2.2. The Core Strategy sets out the planning framework for guiding the location and level of development with the borough over the next 20 years. It will be used to determine planning applications and as a starting point for more detailed policies and site specific proposals that will be contained in subsequent planning documents. It will also help implement the land use elements of other plans and strategies.

2.3. Other Development Plan Documents (DPDs) that will help to achieve the vision and objectives set out within this Core Strategy are:

- **Development Management Policies** – supports the Core Strategy by setting out additional, more detailed planning policies that the Council will use when considering planning applications.

- **Site Allocations** – sets out the Council’s detailed proposals and requirements for particular sites and areas. These will be illustrated on the Proposals Map.
- **East Hemel Hempstead Area Action Plan (AAP)** – provides a detailed planning framework for the eastern part of Hemel Hempstead, whose regeneration is of particular importance to the wellbeing and prosperity of the borough and beyond. The extent of this AAP within Dacorum is shown on the Proposals Map. The extent of the AAP within St. Albans is to be confirmed.

2.4. These DPDs will be supported by a series of Supplementary Planning Documents (SPDs) which give specific guidance on how the Council’s planning strategy and policies will be implemented for specific topics, areas or sites. Although they will not form part of the statutory development plan for Dacorum, they will be important considerations in the Council’s planning decisions.

2.5 Neighbourhood Plans may become part of the statutory development plan. The decision to prepare a neighbourhood plan will be a matter for the local community – either a town or parish council or neighbourhood forum. The Council will support local communities in preparing relevant neighbourhood plans and will adopt plans that are supported by local referendums.

2.6. Whilst documents in the Local Planning Framework are being prepared, policies in the Dacorum Borough Local Plan 1991-2011 will continue to be used to guide development until they are replaced. Those Local Plan policies that are superseded by policies in this Proposed Submission Core Strategy are listed in Appendix 1.

Consultation and Evidence

2.7. This Core Strategy has been prepared following extensive consultation with stakeholders and the local community, in line with the Council’s adopted Statement of Community Involvement (SCI). The main preparation stages are shown in Figure 2. A summary of all consultation undertaken so far is contained in the Core Strategy Report of Consultation available from the Council’s offices and from its website www.dacorum.gov.uk.

2.8. To ensure that the Core Strategy and other DPDs are based on a thorough understanding of the issues and challenges faced, a wide range of information and studies known as the ‘evidence base,’ have also been prepared. A full list of these, together with links to the individual documents, is available online at www.dacorum.gov.uk.

Sustainability Appraisal and Appropriate Assessment

2.9. The policies and proposals in this Core Strategy have been subject to a formal Sustainability Appraisal (SA), carried out by independent consultants C4S. This

Sustainability Appraisal incorporates Strategic Environmental Assessment (SEA), as required under European law.

- 2.10. Sustainability Appraisal is a mechanism of systematically assessing the social, environmental and economic effects of strategies and documents contained within Development Plan Documents. It is also a continuous process. The framework for assessing policies and proposals was established through an initial Scoping Report (February 2006) and followed by a series of Working Notes associated with each stage of consultation. Sustainability Appraisal has also been an integral part of assessing the merits of strategic sites and local allocations and helping develop policy wording.
- 2.11. This Pre-Submission Core Strategy is accompanied by the *'Dacorum Local Development Framework Core Strategy – Pre Submission Sustainability Appraisal Report (September 2011)'*.
- 2.12. Under national and European law¹ the Council is required to assess plans or projects which could affect sites of European importance (known as Natura 2000 sites). These are Special Protection Areas (SPAs) for birds and Special Areas of Conservation (SACs) for habitats. Part of the Chilterns Beechwoods SAC lies within Dacorum (see Map 1). A 'screening' was been undertaken in 2008 to assess whether proposals within the Core Strategy would have any adverse impacts upon these sites, either alone, or in combination with other plans. No significant effects were identified. This screening has been reviewed and updated² and the conclusions of the report remain unchanged.
- 2.13 The Sustainability Appraisal Scoping Report, subsequent Working Notes, the Sustainability Appraisal Report and Appropriate Assessment Screening Report all form part of the evidence base for the Core Strategy. Copies are available from www.dacorum.gov.uk.

¹ The Habitats Directive (Council Directive 92/43/EEC) and Conservation (Natural Habitats)

² **Dacorum Core Strategy Habitats Regulations Assessment: Summary Report, Halcrow, September 2011.**

**Figure 2:
Core Strategy
Preparation Stages**



Stage Completed



Not yet done

**We Are
Here**

- **Adoption of Core Strategy**
- **Receipt of Inspectors Report**
- **Examination**
- **Submission of**
 - Core Strategy and Sustainability Appraisal
- **Publication of, and representations on**
 - Pre-Submission Core Strategy
 - Sustainability Appraisal Report
- **Consultation on**
 - Draft Core Strategy
 - Draft Final Sustainability Appraisal
 - November 2010
- **Consultation on**
 - Emerging Core Strategy
 - Issues and Options – East Hemel Hempstead. Area Action Plan
 - Sustainability Appraisal Working Notes
 - June 2009
- **Consultation on**
 - Supplementary Issues and Options – Site Allocations
 - Sustainability Appraisal Working Note
 - Place Workshops – Summer 2008
- **Consultation on**
 - Issues and Options – Site Allocations
 - Supplementary Issues and Options – Core Strategy, Growth at Hemel Hempstead
 - Sustainability Appraisal Working Notes
 - November 2006
- **Consultation on**
 - Issues and Options – Core Strategy
 - Sustainability Appraisal Working Note
 - May 2006
- **Sustainability Appraisal Scoping Report**
 - February 2006
- **Consultation on**
 - Emerging issues and options
 - July 2005
- **Gathering background information and commencing technical studies**
 - 2004 onwards

Borough Portrait

3. Borough Portrait

Location and context

- 3.1 The name Dacorum comes from the “Hundred of Dacorum,” one of the ancient administrative units of Hertfordshire. The borough covers 81 square miles of West Hertfordshire extending almost from the outskirts of Watford, northwards to the Chiltern Hills (see Figure 3). It is currently home to approximately 138,000 people, making it the largest district in Hertfordshire.
- 3.2 The majority of residents live in the principal town of Hemel Hempstead. This is a Mark 1 New Town and will continue to be the focus for development and change within the borough. Much of the town’s infrastructure is over 50 years old and in need of renewal. The town centre and Maylands Business Park are designated as key regeneration areas (Map 1).
- 3.3 In addition to Hemel Hempstead, there are also two market towns (Berkhamsted and Tring) and a number of villages, all with their own distinctive character. Almost 85% of the borough is rural. 60% of this area, and just over half of the borough as a whole, falls within the Metropolitan Green Belt.
- 3.4 Its location on the south western edge of Hertfordshire means that the area has strong links with the adjoining counties of Buckinghamshire and Bedfordshire. Significant growth is planned for Luton, whilst many smaller nearby towns, such as Amersham and Chesham, will experience relatively little change.
- 3.5 Much of the borough’s countryside falls within the Metropolitan Green Belt, reflecting its proximity to London and the development pressures that this brings. This countryside is accessible to visitors from a wide area. The Chiltern Hills are one of the most accessible areas of countryside for residents of many large towns and cities, including Aylesbury, Luton, Watford and London to spend their leisure time and plays an important role as their ‘green lung’.
- 3.6 The main lines of communication through the borough are the A41 trunk road, the Euston to Glasgow (West Coast main line) railway and the Grand Union Canal. The M1 runs down the eastern boundary and the M25 crosses the south-eastern tip of the borough. There are limited east-west links. Luton airport is easily accessible from the M1, with Heathrow airport also within a relatively easy distance. There are mainline stations at Berkhamsted, Tring, Kings Langley and two stations in Hemel Hempstead. All offer good commuter and leisure services south to Watford and London, and north to Milton Keynes, Northampton and Birmingham.

Figure 3: Dacorum's location within South West Hertfordshire



Dacorum's economy

- 3.7 Dacorum has a successful economy, which employs around 60,700 people (2009)³ across a range of sectors and size of businesses. Historically, the economy of the area has included a strong element of manufacturing. The area was once a centre for paper making, with a number of mills located along the canal, although all of these have now ceased commercial production. In recent years the manufacturing sector has declined significantly. Around a quarter of jobs are now in knowledge based industries such as high-tech manufacturing, financial and business services (FBS), computing and research and development (R&D), and communications industries. Storage and distribution, retail, health, education and the service sectors also employ significant numbers of people. The rural economy and tourism are relatively small, but locally important sectors.
- 3.8 The Maylands Business Park in Hemel Hempstead is of significance to the borough and wider sub-region and is a focus for regeneration. The Buncefield oil terminal, on the eastern edge of the Maylands area, is of national significance for the storage and distribution of fuel – in particular aviation fuel. The site is subject to reconstruction following a fire in December 2005.

³ ONS 2009 data, from www.nomisweb.co.uk

- 3.9 Hertfordshire has the highest average income in the East of England. At £29,456, Dacorum's average annual income is slightly lower than that of Hertfordshire and the adjoining authorities of St. Albans and Three Rivers. However, it is significantly higher than that of nearby Luton, and slightly higher than for the adjoining authority of Central Bedfordshire⁴.
- 3.10 Unemployment levels are low compared to the national average, but slightly higher than the average for Hertfordshire. However, these levels vary within the borough, with Hemel Hempstead's unemployment rate almost twice that of Berkhamsted and Tring.
- 3.11 Adult education qualification levels in Dacorum are above average for Hertfordshire and England, with only 7.5% of the adult working population having no recognised qualifications⁵. Nevertheless, there are still local skills shortages, particularly in terms of basic numeracy skills and specialist skills within certain employment sectors.
- 3.12 Due to good transport links, many residents work outside the borough. However, the proportion of residents working elsewhere is currently the lowest in the county, making Dacorum more 'self-contained' than the rest of Hertfordshire. Within the sub-region the borough's principal competitors for office-based jobs are Watford and St Albans, with Luton and Hatfield also seeking to attract local employers. Historically the M4 corridor has been more successful at attracting new employers than south-west Hertfordshire. A significant number of residents regularly commute into London.
- 3.13 Whilst there are high levels of vehicle ownership, just under a fifth (17.3%) of households do not own a car⁶. The level of vehicle ownership varies across the borough, and tends to vary with levels of deprivation. Vehicle ownership is a lot higher in the rural wards than those in and around Hemel Hempstead.
- 3.14 Hemel Hempstead is the principal retail destination within the borough. The larger towns of Milton Keynes and Watford are Hemel Hempstead's main competitors. Dacorum's market towns and small villages play an important retail role, especially in terms of convenience goods and provide a greater range of specialist, independent shops.

⁴ Median annual pay, gross: Nomisweb.co.uk 2010

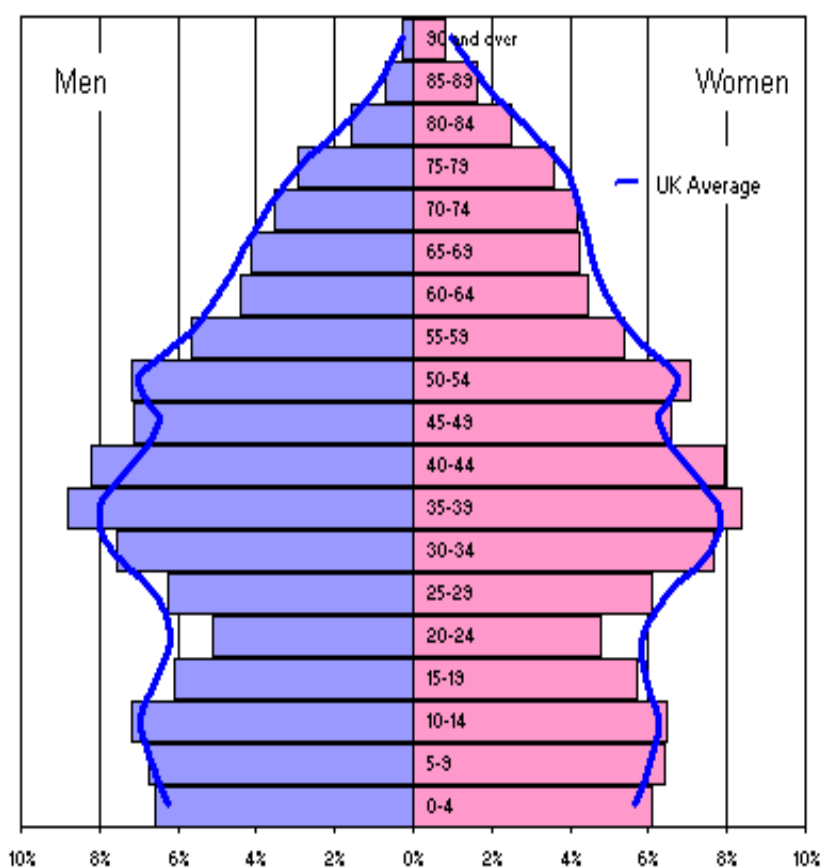
⁵ ONS, Annual Population Survey, Nomisweb.co.uk 2010

⁶ Census 2001

Dacorum's Community

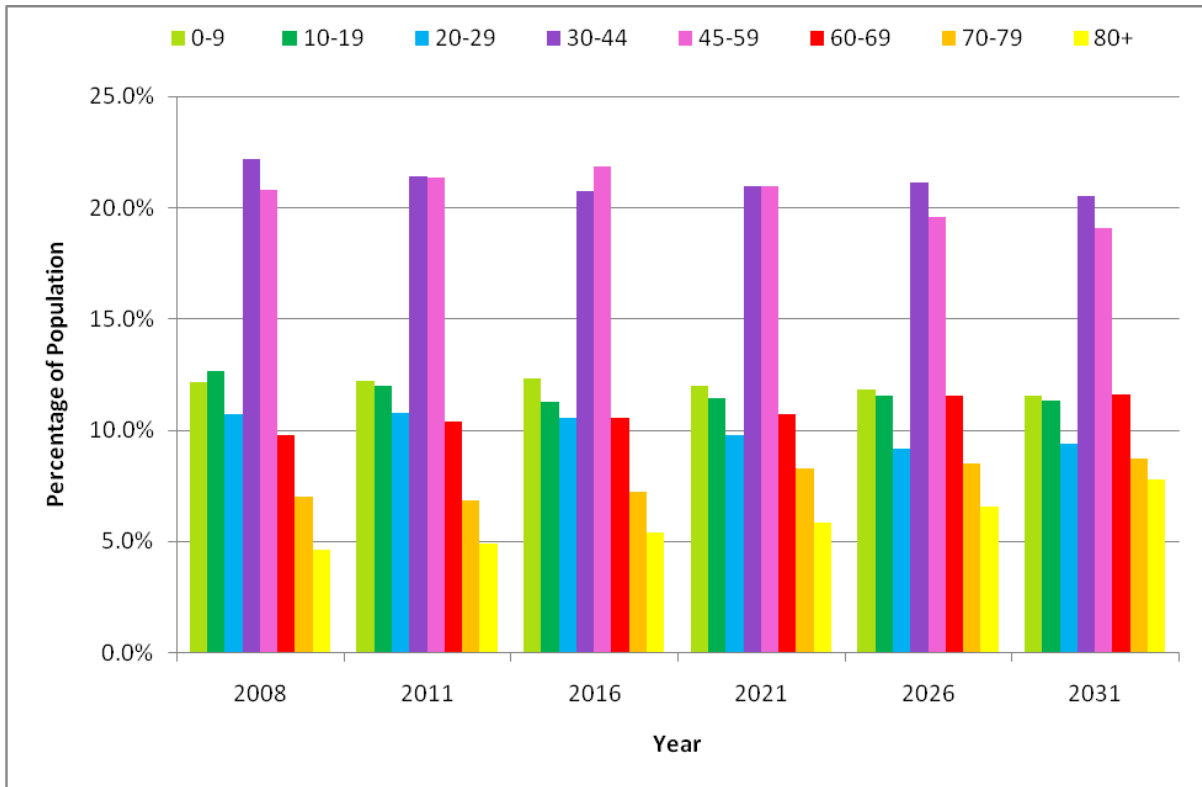
3.15 The age structure of Dacorum's population is very close to that for the country as a whole (see Figure 4). Around a quarter of the population is under 20 and a fifth are over 60. Future projections indicate that the number of people over the age of 60 will increase substantially by 2031 (see Figure 5). This raises challenges for the borough in terms of providing the right mix of accommodation and ensuring easy access to essential services and facilities.

Figure 4: Population Pyramid



Source: Census 2001, Office for National Statistics

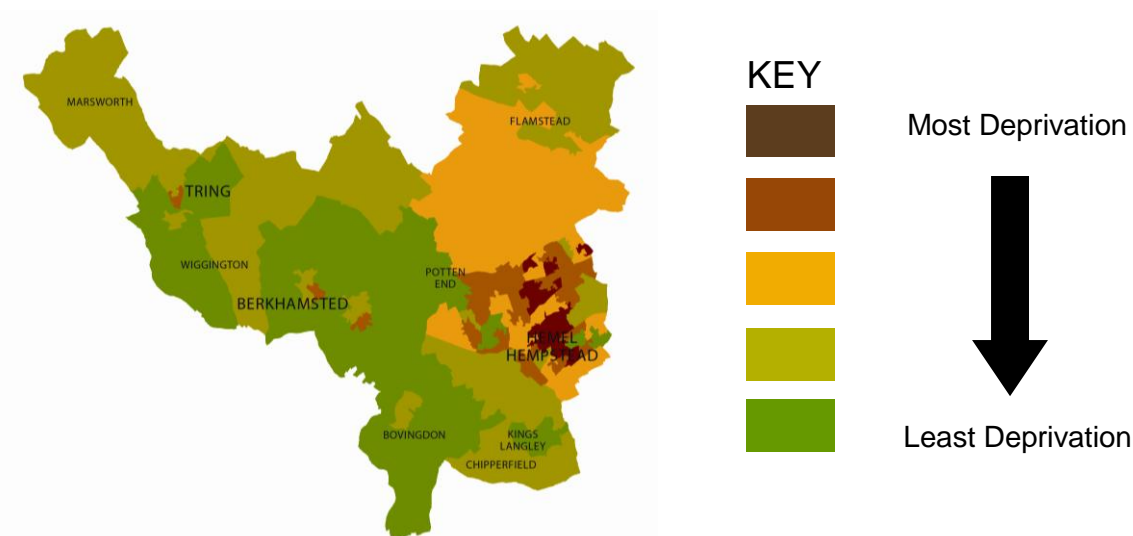
Figure 5: Population Structure Projections



Source: ONS 2008 based sub-regional population projections

- 3.16 Dacorum is less ethnically diverse than the average for England, with just over 8% of the population classifying themselves as ‘non-white.’ The Asian population is the largest non-white group. There is a varied ethnic mix across the borough, with Hemel Hempstead having the highest non-white population.
- 3.17 The 2010 Index of Multiple Deprivation ranks the area as only the 266th most deprived district out of 326 authorities. Although overall deprivation levels are generally low, there are pockets of deprivation. The least deprived wards tend to be located in the eastern half of the borough (see Figure 6). The most deprived wards in the borough are all located at Hemel Hempstead, underlying the need for social and economic regeneration initiatives to be focussed upon the town.

Figure 6: Relative Levels of Deprivation across Dacorum



- 3.18 Housing in Dacorum is expensive by national standards. The average house price for Dacorum is almost £330,000, compared with the average for the London Commuter Belt of around £324,000⁷. Whilst earnings growth has kept pace with national figures, house prices have more than doubled over the same period. The borough has high levels of public sector housing stock, particularly in Hemel Hempstead; a legacy of its New Town roots. Provision of additional affordable housing to meet existing and future needs is a key challenge.
- 3.19 The 2001 census found just over 70% of Dacorum’s population to be in good health. However, there are inequalities within the borough by location, gender, level of deprivation and ethnicity.
- 3.20 Crime levels in Dacorum are around average for the East of England, and slightly lower than both the national and county averages. Total recorded crime has actually fallen in recent years.

Dacorum’s environment

- 3.21 The borough has a range of very attractive and distinctive landscapes, with several significant visitor attractions including the Ashridge Estate, Grand Union Canal and Tring’s Zoological Museum. Over a third of the area falls within the Chilterns Area of Outstanding Natural Beauty. This designation, together with the Green Belt, constrains the amount and type of development that is allowed within the rural areas. The countryside is one of the assets most highly valued by the local community⁸ and

⁷ Hometrack, March 2010

⁸ Dacorum Residents Survey 2009, Opinion Research Services

it is well used for recreational purposes. The beechwoods at Ashridge and Tring woodlands are designated as a Special Area of Conservation (SAC) and protected under European law.

3.22 The borough's landscape ranges from the rolling hills, beech woods and chalk streams that characterise the Chilterns, to the lower, flatter landscape of Boarscroft Vale. It is home to a number of rare species, including the Black Poplar, Water Voles and White-Clawed Crayfish. Dacorum also has a rich and varied historic heritage, from the distinctive New Town architecture to more traditional brick and flint buildings of the market towns. The Grand Union canal runs north to south, formerly providing the power for the paper mills that once dominated the Gade Valley. The borough is home to 25 Conservation Areas, 4 Registered Parks and Gardens, some 2,000 Listed Buildings, around 30 Scheduled Ancient Monuments and many known archaeological sites.

Challenges

4. Challenges

- 4.1. As the borough portrait outlines, Dacorum is an attractive borough, with a largely affluent, healthy and mobile population. However, this generally positive picture hides some significant challenges.
- 4.2. The core challenge is to provide balanced and sustainable growth.

Challenge 1 - Balanced and sustainable growth

New jobs ought to give residents a choice of working close to where they live. These jobs will need to be in a range of different sectors to suit differing skill levels, but focus upon those sectors where there is predicted to be the largest rise in future demand.

Locally generated housing needs ought to be accommodated. A view will need to be taken regarding how much in-migration should be accommodated. The right type of housing should be provided in the right locations, taking into account changes in the population structure. The borough's high average house prices should be compensated for by a rise in the number of new affordable homes, catering for a range of different needs.

By carefully considering the location of homes, jobs and essential services, travel demand can be managed, congestion and pollution eased and all residents given better access to the places where they work, shop and spend leisure time. This can also help to reduce the predicted growth in traffic on the M1 and other heavily congested routes through central Hertfordshire.

The approach to new development and growth must recognise the borough's environment and countryside, and therefore it is appropriate to exercise some restraint.

- 4.3. There are also more specific challenges that relate to the borough's economic health, the well being of its residents and the future of its environment:

Challenge 2 - Strengthen the role of the Maylands Business Park

- 4.4. The Maylands Business Park is the largest in the borough and also of sub-regional importance. Its success is critical to the wider economic prosperity of the borough and beyond. The need for a strong regeneration focus was given added impetus by the Buncefield explosion in December 2005. The development of The Gateway as a

green business park will assist with long-term recovery and provide skilled jobs. The area currently suffers from a lack of services and facilities accessible to its daytime population. Proposals for the Heart of Maylands will be critical in filling this gap and help improve the attractiveness of the areas to employers and employees alike.

Challenge 3 - Regenerate Hemel Hempstead town centre

- 4.5. The range of shops and facilities offered by Hemel Hempstead town centre has already been improved through the Riverside development. However, further improvements to both the retail offer and quality of the overall environment must be made if the town is to compete with larger sub-regional centres across the borough boundary. Central to this regeneration is the provision of new homes and high quality office space, both of which will increase footfall. A range of leisure and community facilities will be available to local residents.

Challenge 4 - Strong, inclusive communities

- 4.6. The impact of new development upon community cohesion and local character must be carefully considered. In particular it must contribute fully to infrastructure needs and not result in undue pressures upon local schools, health facilities and other key services and facilities. Where possible it should help increase the range of social, leisure and cultural facilities, which are currently quite low for the size of the population. Inequalities, whether based on race, gender, religion or income, must be reduced.

Challenge 5 - A resilient natural environment

- 4.7. The combined effects of climate change and population growth will increase pressures on the natural environment. These impacts must be reduced through the prudent use of natural resources, encouraging renewable energy production, the effective disposal of waste, the sustainable design of new development and careful land management.

Challenge 6 - A high quality and sustainable built environment

- 4.8. Development must celebrate and reinforce local distinctiveness - reinforcing the good qualities and reducing or removing the bad. It must recognise that what is appropriate in one location cannot necessarily be replicated elsewhere, in order to retain the individual identities of each place. Development must also help to mitigate against the impacts of climate change, through sustainable design and construction and reducing the need to travel, particularly by car.

Borough Vision

5. Borough Vision

- 5.1 The Sustainable Community Strategy⁹ has the vision of “*Working together to make Dacorum a happy, healthy prosperous place to live, work and visit.*” The Council has taken this vision and used it to develop a more detailed picture of what the borough will be like in 2031.

DACORUM 2031: A VISION

Dacorum’s Sustainable Community Strategy has been fulfilled. The community recognises Dacorum as a happy, healthy, prosperous and safe place in which to live and work and to visit.

The natural beauty of the Chiltern Hills and the varied character of the countryside is admired and cherished. The countryside is actively managed and supports a healthy local economy and diversity of wildlife. Water quality in the rivers is good. Towns and villages have sufficient water supply. Carbon emissions have been reduced and renewable energy production is sensitive to its surroundings. New woodlands have been planted for the future and the borough looks much greener. Effective use has been made of developed land in the towns and villages, protecting the countryside.

Hemel Hempstead has been transformed through regeneration of the town centre and Maylands Business Park. The town is fulfilling its potential as a sub-regional business centre, important for green enterprise, and is meeting the locally generated demand for new homes.

The market towns of Berkhamsted and Tring and the large villages provide all the necessary services for their communities and surroundings.

The economy is buoyant and all parts of the borough have local employment opportunities, which are both varied and accessible.

Communities are inclusive and healthy. Minority groups are an accepted part of culture and diversity. New homes are affordable and cater for the needs of the population. Open space, facilities and services are accessible. New schools have opened and Hemel Hempstead has a new local hospital. Access to the Watford Health Campus is improved. Public transport is more widely used.

Differences in the character of each place are recognised and valued. Developments have added to character through their design, and sustainable construction is the norm. Special features, such as the Grand Union Canal, remain an active part of the heritage of the borough. The wider historic environment is valued and protected.

⁹ *Towards 2021 – the Dacorum Sustainable Community Strategy*, The Dacorum Partnership, January 2008

5.2 This borough vision is complemented by a set of local visions set out in each Place Strategy (see sections 19 to 26). These local visions express specific aspirations for the individual towns and large villages and for the wider countryside and set out how these places will be by 2031.

Strategic Objectives

6. Strategic Objectives

- 6.1. In order to focus action, measure progress and meet the borough vision, a set of strategic objectives have been developed. These have been subdivided into the four Theme sections from the Strategy (Part B), together with Delivery and Monitoring (Part C). The first three objectives are cross-cutting. This means that they will not be achieved solely through the implementation of the Sustainable Development Strategy policies, but through the combined effect of all policies within the Core Strategy.
- 6.2. These strategic objectives are complemented by a set of local objectives set out in each Place Strategy (see Sections 19-26). These highlight issues of specific importance to each of the borough's towns, large villages and countryside that need to be addressed.

<ol style="list-style-type: none"> 1. To promote healthy and sustainable communities and a high quality of life for Dacorum. 2. To mitigate and adapt to the impacts of climate change. 3. To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities. 4. To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel by car. 5. To promote Hemel Hempstead as the focus of the borough for homes, jobs and strategic services, reinforcing the role of the neighbourhoods in the town 6. To conserve and enhance the function and character of the market towns, villages and countryside. 7. To ensure the effective use of existing land and previously developed sites. 8. To create safe and attractive environments through high quality design. 	<p>The Sustainable Development Strategy</p>
<ol style="list-style-type: none"> 9. To promote a vibrant and prosperous economy: <ul style="list-style-type: none"> – to strengthen confidence in Hemel Hempstead's role as a thriving sub-regional business centre and shopping hub; 	<p>Strengthening Economic Prosperity</p>

<ul style="list-style-type: none"> – to develop the Maylands Business Park as a leader of “green enterprise” and focus of the low carbon economy; – to maintain commercial enterprise and employment opportunities in the market towns and large villages; and – to support rural enterprise. 	
<p>10. To provide a mix of new homes to meet the needs of the population.</p> <p>11. To provide for a full range of social, leisure and community facilities and services.</p>	Providing Homes and Community Services
<p>12. To protect and enhance Dacorum’s distinctive landscape character, open spaces, biological and geological diversity and historic environment.</p> <p>13. To promote the use of renewable resources, protect natural resources and reduce waste.</p> <p>14. To protect people and property from flooding.</p> <p>15. To minimise the effects of pollution on people and the environment.</p>	Looking After the Environment
<p>16. To co-ordinate the delivery of new infrastructure with development.</p> <p>17. To ensure that all development contributes appropriately to local and strategic infrastructure requirements.</p>	Implementation and Delivery

6.3. Progress towards meeting these strategic objectives needs to be monitored. Whilst some of the strategic objectives can be directly monitored, others set a broader direction of travel. The Council’s approach to monitoring delivery of the Core Strategy is set out in Part C – Delivery and Review.

Other Plans

7. Other Plans

7.1 The challenges and objectives outlined cannot be tackled by the Local Development Framework alone. They are already being addressed in varying degrees by a range of other strategies and policies at national, county and local levels. It is therefore important that the Core Strategy, and other Development Plan Documents, complement and reinforce these. Figure 7 lists some of these key documents and strategies.

Figure 7: Other Key Documents and Strategies

National
<ul style="list-style-type: none">• Planning policy statements and guidance• Planning Circulars
County or Sub-region
<ul style="list-style-type: none">• East of England Plan¹⁰• Hertfordshire 2021 A Brighter Future• Hertfordshire's Economic Development Strategy 2009-2021• Local Economic Assessment (LEA)• Local Transport Plan (LTP)• Biodiversity Action Plan (BAP)• Minerals and Waste Development Framework for Hertfordshire• Management Plan for the Chilterns Area of Outstanding Natural Beauty• Documents and strategies produced by the Local Enterprise partnership (LEP)
Local
<ul style="list-style-type: none">• Towards 2021- The Dacorum Sustainable Community Strategy• Corporate Plan• Housing Strategies• Green Space Strategy• Dacorum's Economic Development Strategy• Dacorum Development Programme• Maylands Masterplan• Local Biodiversity Action Plan

The Community Strategy

7.2 'Towards 2021- The Dacorum Sustainable Community Strategy', sets out the community's aspirations for Dacorum. It was produced by the Dacorum Partnership,

¹⁰ Until removed through enactment of the Localism Bill.

the area's Local Strategic Partnership, (LSP). This group represents the borough and County Councils and delivery partners such as local healthcare providers, the police, community groups and voluntary organisations operating within Dacorum. The Local Planning Framework is a key delivery mechanism for the wider Sustainable Community Strategy (SCS). Its objectives must therefore link with, reinforce and elaborate upon those drawn up for the SCS (Figure 8).

7.3 The objectives of Dacorum's SCS broadly correspond to those set out within the County's community strategy, 'Hertfordshire 2021 A Brighter Future,' prepared by Hertfordshire Forward. The principal difference relates to the inclusion of specific objectives relating to transport and access within the Hertfordshire strategy.

Figure 8: Relationship between Sustainable Community Strategy and Local Planning Framework Objectives and Policies

Community Strategy Objective	Equivalent Strategic Objective(s)	Principal Core Strategy Policies
Reducing crime and creating a safer Dacorum	<ul style="list-style-type: none"> • To promote healthy and sustainable communities and a high quality of life • To create safe and attractive environments through high quality design 	<ul style="list-style-type: none"> • CS10 • CS11 • CS12 • CS13 • CS29 • CS30
Creating a cleaner and healthier environment	<ul style="list-style-type: none"> • To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment. • To mitigate and adapt to the impacts of climate change. • To minimise the effects of pollution on people and the environment. • To promote the use of renewable resources, protect natural resources and reduce waste. 	<ul style="list-style-type: none"> • CS23 • CS24 • CS25 • CS26 • CS28 • CS29 • CS30 • CS31 • CS32
Delivering lifelong learning	<ul style="list-style-type: none"> • Promote a vibrant and prosperous economy: • To strengthen confidence in Hemel Hempstead's role as a 	<ul style="list-style-type: none"> • CS7 • CS14 • CS15 • CS16

	<p>thriving sub-regional business centre and shopping hub;</p> <ul style="list-style-type: none"> • To develop the Maylands Business Park as a leader of “green enterprise” and focus of the low carbon economy; • To maintain commercial enterprise and employment opportunities in the market towns and large villages; and • To support rural enterprise. • To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities. • To provide a full range of social, leisure and community facilities and services. 	<ul style="list-style-type: none"> • CS23
Encouraging business and local employment	<ul style="list-style-type: none"> • Promote a vibrant and prosperous economy: • To strengthen confidence in Hemel Hempstead’s role as a thriving sub-regional business centre and shopping hub; • To develop the Maylands Business Park as a leader of “green enterprise” and focus of the low carbon economy; • To maintain commercial enterprise and employment opportunities in the market towns and large villages; and • To support rural enterprise. 	<ul style="list-style-type: none"> • CS4 • CS7 • CS14 • CS15 • CS16
Meeting housing need	<ul style="list-style-type: none"> • To provide a mix of new homes to meet the needs of the population. 	<ul style="list-style-type: none"> • CS3 • CS6 • CS7 • CS17 • CS18 • CS19 • CS20 • CS21

		<ul style="list-style-type: none"> • CS22
Promoting culture, arts, leisure and tourism	<ul style="list-style-type: none"> • To provide a full range of social, leisure and community facilities and services. • To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment. 	<ul style="list-style-type: none"> • CS14 • CS23 • CS24 • CS25 • CS26 • CS27
Encouraging community involvement	<ul style="list-style-type: none"> • To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities. • To provide a full range of social, leisure and community facilities and services. 	<ul style="list-style-type: none"> • CS1 • CS2 • CS8 • CS23
Meeting the needs of children and young people	<ul style="list-style-type: none"> • To provide a full range of social, leisure and community facilities and services. • To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel. • To co-ordinate the delivery of new infrastructure with development. • To ensure that all development contributes appropriately to local and strategic infrastructure requirements. 	<ul style="list-style-type: none"> • CS8 • CS9 • CS23 • CS34
Improving social care and health	<ul style="list-style-type: none"> • To provide a full range of social, leisure and community facilities and services. • To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities. • To co-ordinate the delivery of new infrastructure with 	<ul style="list-style-type: none"> • CS2 • CS23 • CS34

	<p>development.</p> <ul style="list-style-type: none"> • To ensure that all development contributes appropriately to local and strategic infrastructure requirements. 	
Meeting the needs of older people	<ul style="list-style-type: none"> • To provide a full range of social, leisure and community facilities and services. • To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel. • To co-ordinate the delivery of new infrastructure with development. • To ensure that all development contributes appropriately to local and strategic infrastructure requirements. 	<ul style="list-style-type: none"> • CS8 • CS9 • CS23 • CS34

7.4 The Sustainable Community Strategy's cross cutting themes (Promoting healthy and caring lifestyles; Developing community cohesion; Rejuvenating Dacorum and Acting on climate change) will be supported by the Core Strategy as a whole, rather than being linked to an individual objective or policy.

PART B

THE STRATEGY

The Sustainable Development Strategy

The Sustainable Development Strategy

Strategic Objectives

- To promote healthy and sustainable communities and a high quality of life.
- To mitigate and adapt to the impacts of climate change.
- To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities.
- To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel by.
- To promote Hemel Hempstead as the focus of the borough for homes, jobs and strategic services, reinforcing the role of the neighbourhoods in the town.
- To conserve and enhance the function and character of the market towns, villages and countryside.
- To ensure the effective use of existing land and previously developed sites.
- To create safe and attractive environments through high quality design.

8. Promoting sustainable development

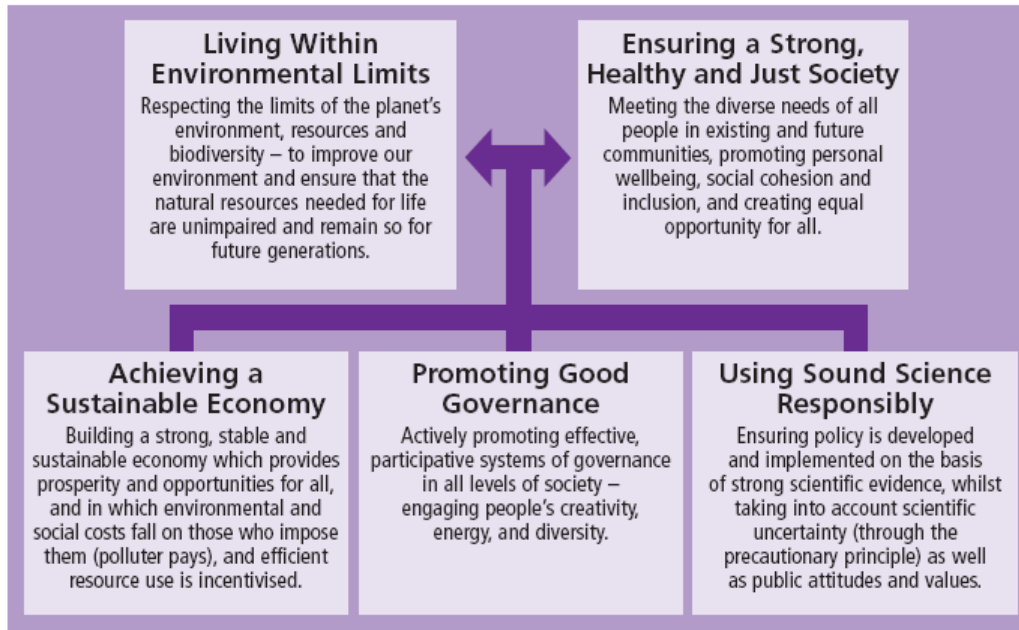
- 8.1 The Sustainable Development Strategy sets out the over-arching approach towards development within Dacorum. It establishes where new development will be located and how it will be accessed and designed in order to contribute positively to the appearance and distinctiveness of the area and help promote sustainable development.
- 8.2 Contributing to the achievement of sustainable development is a statutory objective of the planning system¹¹. The UK's Sustainable Development Strategy – Securing the Future (2005) has defined the goal of sustainable development as being:

¹¹ Planning Policy Statement 1: Delivering Sustainable Development, January 2005 and Draft national Planning Policy Framework, July 2011.

“to enable all people through the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations.”

8.3 Its shared principles (Figure 9) must be applied locally (as well as nationally) if the goal of sustainable development is to be achieved.

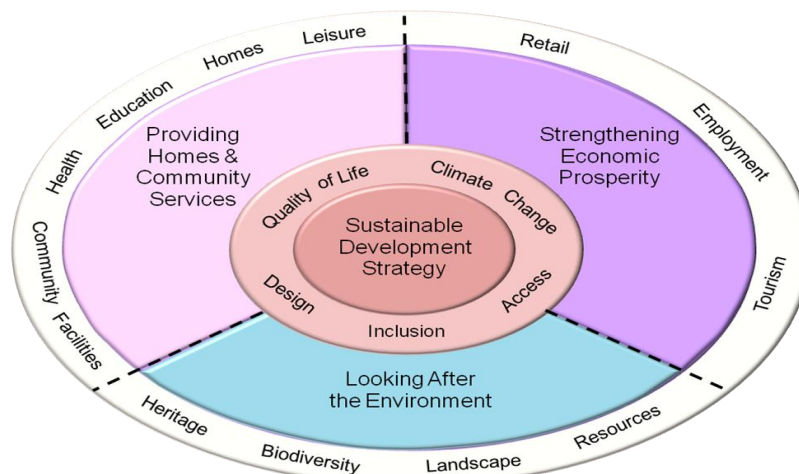
Figure 9: Principles of Sustainable Development



Source: *The UK's Sustainable Development Strategy – Securing the Future (2005)*

8.4 Figure 10 illustrates how the principles of sustainable development are central to the Core Strategy. They will guide choices about the broad pattern, scale and type of development within the borough and set the framework for the more detailed economic, social and environmental policies that follow. Five issues – quality of life, climate change, design, access and equality cut across the whole of the Core Strategy.

Figure 10: Structure of the Core Strategy



- 8.5 There is no specific policy on sustainable development, as its goals can only be achieved through the combined effects of the whole Local Planning Framework, together with other public, private and voluntary sector initiatives. The relative sustainability of development schemes will be assessed through Sustainability Statements required in support of most planning applications. The scope and content of these Sustainability Statements is set out in an Advice Note¹².
- 8.6 Sustainability Appraisal (incorporating Strategic Environmental Assessment) has been used to help identify issues, test options and identify the final approach to development that forms the basis of this strategy. By monitoring the baseline indicators that form part of this Sustainability Appraisal, the performance of the whole Core Strategy in delivering the goal of sustainable development can be assessed.

The Distribution of Development

- 8.7 Dacorum is a diverse borough, with a New Town, two market towns and a variety of villages, all set within attractive countryside. These towns and villages cannot sustain themselves unless there is investment and they are allowed to adapt and grow. New buildings for homes, jobs and services will continue to be needed.
- 8.8 Establishing a clear set of guidelines that determine the appropriate scale of change will help ensure that existing character is protected and development takes account of environmental constraints. It will also help ensure the borough's residents can access a range of services and facilities with the minimum need to travel, and that when travel is necessary there is a choice which includes public transport.
- 8.9 Table 1 sets out the settlement hierarchy for Dacorum and the main principles that will be used to guide development in each location. This hierarchy takes into account current population, historic role, level of services, and the constraints and opportunities of each place. Settlements are allocated to one of three categories:

- Areas where Development will be Concentrated
- Areas of Limited Opportunity
- Areas of Development Restraint



*Increasing levels of
development constraint*

These areas are shown on the Key Diagram (Map 1)

¹² Sustainable Development Advice Note, March 2011.

Table 1: Settlement Hierarchy			
Areas where Development will be Concentrated			
1.	Main Centre for Development and Change	Hemel Hempstead	Hemel Hempstead will be the focus for housing development within the borough, providing sufficient new homes to meet the natural growth of its population. The town will also accommodate substantial employment growth. The regeneration of the Maylands Business Park will continue, assisted by an Area Action Plan. Particular emphasis will be placed upon creating an attractive and vibrant town centre through further regeneration and redevelopment. Its new town neighbourhood structure will be reinforced and enhanced. Substantial improvements will be made to the image and quality of the New Town's built environment and public spaces.
Areas of Limited Opportunity			
2.	Market town	Berkhamsted Tring	Market towns and larger villages have an important role in meeting housing needs and providing employment opportunities and services, both for their residents and adjacent rural communities. The general approach in these locations will be to support development that enables the population to remain stable, unless a small element of growth is required to support local community needs.
3.	Large Village	Bovingdon Kings Langley Markyate	
Areas of Development Restraint			
4.	Small Village within the Green Belt	Chipperfield Flamstead Potten End Wigginton	These are the least sustainable areas of the borough, where significant environmental constraints apply. These include areas of high landscape quality, such as the Chilterns Area of Outstanding Natural Beauty, and the countryside between settlements. This needs to be protected to ensure its rural character is retained and settlements keep their separate identities.
	Small Village within the Rural Area	Aldbury Long Marston Wilstone	
5.	Other small villages and the countryside		

- 8.10 The approach to settlements within each category of the settlement hierarchy will not be exactly the same. Some will be subject to greater constraints or have greater development opportunities than others.
- 8.11 Detailed objectives and requirements for each of the towns and large villages, and for the wider countryside, are set out under the individual Place Strategies (sections 19 to 26). All development is expected to contribute positively to the visions, objectives and strategies for these places.
- 8.12 Detailed land use policies apply separately to the towns and large villages and to the countryside (Policy CS4 and Policies CS5-7 respectively).

Policy CS1: Distribution of Development

Decisions on the scale and location of development will be made in accordance with the settlement hierarchy in Table 1.

Hemel Hempstead, will be the principal focus for homes, jobs and strategic services, with the emphasis upon:

- (a) retaining the separate identity of the town;**
- (b) enhancing the vitality and attractiveness of the town centre in accordance with Policy CS33;**
- (c) maintaining a balanced distribution of employment growth, with growth and rejuvenation in the Maylands Business Park;**
- (d) maintaining the existing neighbourhood pattern;**
- (e) making best use of existing green infrastructure; and**
- (f) locating development a safe distance from hazardous installations.**

Any new development should:

- i. be based on the neighbourhood concept;**
- ii. provide its own infrastructure; and**
- iii. support relevant town-wide needs.**

The market towns and large villages will accommodate new development for housing, employment and other uses, provided that it:

- (a) is of a scale commensurate with the size of the settlement and the range of local services and facilities;**
- (b) helps maintain the vitality and viability of the settlement and the surrounding countryside;**
- (c) causes no damage to the existing character of the settlement or its adjoining countryside; and**
- (d) is compatible with policies protecting the Green Belt and Rural Area.**

The rural character of the borough will be conserved. Development that supports the vitality and viability of local communities, causes no damage to the existing character of a village and/or surrounding area and is compatible with policies protecting and enhancing the Green Belt, Rural Area and Chilterns Area of Outstanding Natural Beauty will be supported.

Monitoring:

Indicator	Target
Proportion of new housing completions (as set out in the housing programme), for each category within the settlement hierarchy.	-

Delivery will be achieved by:

- designation of specific sites through the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- the Development Management DPD;
- implementation of the Dacorum Development Programme;
- implementation of the Place Strategies; and
- implementation and monitoring of the Infrastructure Delivery Plan (IDP).

The Location and Management of Development

- 8.13 While the settlement hierarchy guides the distribution of development, it is also important to adopt a sequential approach to guide the choice of sites at each place. This is particularly important in order to maintain a supply of housing land. The sequential approach will be used for allocating sites in the Site Allocations Development Plan Document. It will also provide a framework against which the suitability of any major new windfall site can be judged during the plan period.
- 8.14 In all locations the emphasis will be optimising the effective use of existing land and previously developed sites within settlements, provided that this respects local character. When it is clear that this will not provide sufficient development capacity, consideration will be given to suitably located extensions to settlements.
- 8.15 Extensions to settlements are locally determined and address particular local issues and needs. They are local allocations to be used as and when necessary, taking full account of local infrastructure and requirements. Their location, broad extent and key development requirements are set out in the relevant Place Strategies (see sections 19 to 26). Detailed site boundaries and the precise mix of housing and other supporting uses will be established through the Site Allocations DPD.
- 8.16 The approach (in Policy CS2) identifies land within defined settlements as providing most of the supply of development sites. These will be defined and elaborated in the Site Allocations DPD, and for East Hemel Hempstead in an Area Action Plan (AAP). The exceptions are:
- Durrants Lane / Shootersway (Egerton Rothesay School), Berkhamsted; and
 - Hicks Road, Markyate.

Both have been defined as locally strategic sites, whose planning requirements are set out in the relevant Place Strategy and are supported by a masterplan. The sites are within the defined urban area, and their short-term development is fundamental to the delivery of the Place Visions.

Policy CS2: Selection of Development Sites

Development sites will be chosen in accordance with the following sequence and priorities:

A Within defined settlements on:

- 1. Previously developed land and buildings within defined settlements;**
- 2. Areas of high accessibility; and**
- 3. Other land.**

in all cases where this does not conflict with other policies, and then;

B Extensions to defined settlements (i.e. local allocations, see Policy CS3).

The development of any of these sites must:

- (a) allow good transport connections (see Policy CS8);**
- (b) have full regard to environmental assets, constraints and opportunities;**
- (c) ensure the most effective use of land;**
- (d) respect local character and landscape context;**
- (e) accord with the approach to urban structure (see Policy CS4); and**
- (f) comply with Policy CS35 regarding infrastructure delivery and phasing.**

Policy CS3: Managing Selected Development Sites

Local allocations will be held in reserve and managed as countryside¹³ until needed.

Their release for development will be guided by:

- (a) the availability of infrastructure in the settlement;**
- (b) the relative need for the development at that settlement;**
- (c) the benefits it would bring to the settlement; and**
- (d) the intended release date set out in the Site Allocations DPD.**

¹³ i.e. Green Belt or Rural Area, as appropriate.

Monitoring:

Indicator	Target
Percentage of development completions on previously developed land	(To be determined, based on final housing programme)
Area and use of local allocation	-

Delivery will be achieved by:

- designation of local allocations and specific sites through the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- detailed policies in the Development Management DPD;
- implementation of the Place Strategies; and
- partnership working with Registered Providers, Town and Parish Councils and others.

The Towns and Large Villages

8.17 Different land uses will be directed to different parts of each town and large village, depending upon their character and planned use i.e.:

- (a) residential areas;
- (b) General Employment Areas;
- (c) town and local centres; and
- (d) Open Land.

8.18 All of these areas will contain small parcels of 'non-conforming' uses. The approach is not to disturb these uses unnecessarily, but to achieve a broad land use pattern that development is directed to the most appropriate and accessible locations and avoids the introduction of conflicting uses.

8.19 In many instances land will not be used for a single use. Mixed use development, involving a mix of compatible uses on a site and/or the mix of compatible uses in a building, will be encouraged where it makes the most efficient and sustainable use of land.

8.20 Diversity of use and new investment is particularly encouraged in parts of Hemel Hempstead identified as 'Key Regeneration Areas' i.e.:

- (a) the town centre, for which broad development principles are established in the Core Strategy, with detailed issues following in a masterplan; and
- (b) the Maylands Business Park (General Employment Area), for which broad development principles are established in the Core Strategy and which will be the subject of a separate East Hemel Hempstead Area Action Plan (AAP).

Policy CS4: The Towns and Large Villages

Development will be guided to the appropriate areas within settlements.

In residential areas appropriate residential development is encouraged. Non-residential development for small-scale social, community, leisure and business purposes is also encouraged, provided it is compatible with its surroundings.

In General Employment Areas appropriate employment generating development is encouraged.

In town centres and local centres a mix of uses is sought. The following uses are encouraged:

- (a) shopping uses (including financial and professional services and catering establishments);**
- (b) compatible leisure uses;**
- (c) business uses, including offices;**
- (d) residential uses; and**
- (e) social and community uses.**

Shopping, business development and residential uses will be controlled to enable a broad range of uses to be maintained or achieved.

A high density of development, linked to the achievement of sustainability objectives, is generally supported. The mixed use of individual buildings is also generally encouraged.

In open land areas the primary planning purpose is to maintain the generally open character. Development proposals will be assessed against relevant open land policies.

Mixed-use development will be supported where it supports the principles of sustainable development and does not conflict with other policies.

In all areas, ancillary uses will be acceptable and protected, provided that they support the primary function of that area.

Monitoring:

Indicator	Target
Loss of designated open land.	0 hectares.
Change of land use, introducing incompatible use(s)	-

Delivery will be achieved by:

- designation of specific sites through the Core Strategy, Site Allocations and East Hemel Hempstead Area Action Plan DPDs; and
- the Development Management DPD.

The Countryside

- 8.21 National guidance sets out the Government's aim of protecting the countryside for the sake of its intrinsic character and beauty, the diversity of its landscape, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all. The designation of the nationally important Chilterns Area of Outstanding Natural Beauty provides an additional reason to manage development within parts of Dacorum (see Policies CS24 and CS25).
- 8.22 The countryside is an important part of the borough's heritage and is enjoyed by both residents and visitors. It is an area where primarily open uses such as farming and forestry should flourish. It is home and workplace to a diverse community in whose care the long-term future of the countryside rests. Development must be controlled to secure that future and prevent damage to the intrinsic quality and purpose of the countryside.
- 8.23 The scale of the pressure upon the countryside varies across the borough, but it is particularly acute on the urban fringe. The key role of the countryside on the edge of the towns and large villages is summarised below:
- **Hemel Hempstead** – to maintain the New Town's physical separation from a number of smaller villages and hamlets on its periphery and to protect the Gade and Bulbourne valleys, which provide a strong landscape setting for the town.
 - **Berkhamsted** – to prevent coalescence of Berkhamsted with Bourne End and Dudswell and retain the town's unique valley setting.
 - **Tring** – to provide the town with clearly defined boundaries, with Icknield Way in the north, the Pendley Estate to the east, the edge of the Chilterns Area of Outstanding Natural Beauty in the south. The countryside also provides a buffer between the town and new development around Aylesbury to the north west.
 - **Bovingdon** – to help protect the character of the village and provide a strong physical buffer between the village and Hemel Hempstead.
 - **Kings Langley** – to help protect the character of the village, prevent coalescence with Hemel Hempstead and stop the village from becoming an outer suburb of Watford.
 - **Markyate** – to protect the Ver Valley, which provides the setting for the village and creates a green buffer separating it from the large and expanding towns of Dunstable and Luton to the north.
- 8.24 Some development will however be required within the countryside. In order to ensure that rural communities continue to thrive there may be the need for specific rural sites for affordable housing (see section 14 and Policy CS20). The location of these sites will be considered through the Site Allocations DPD.

- 8.25 The re-use of appropriate rural buildings and other small-scale development will also be permitted where it supports the rural economy and helps maintain the wider countryside.
- 8.26 Further detail on the Council's approach to the countryside is set out in the Countryside Place Strategy (section 26).

Green Belt:

- 8.27 Just over half of Dacorum's land area is within the Green Belt. This forms part of the wider Metropolitan Green Belt, which extends about 12-15 miles beyond London and further outwards along main transport routes. To the north of Markyate it joins the South Bedfordshire Green Belt which acts as a check on the spread of Luton and Dunstable. There is no Green Belt around Aylesbury.
- 8.28 A strategic review of Green Belt boundaries is not required, although some small-scale releases will be necessary to meet specific local needs or to correct minor anomalies. While these needs will often relate to housing, some sites will include proposals for employment, social and community and/or leisure uses.
- 8.29 The Green Belt will be protected from inappropriate development in accordance with national policy and remain essentially open in character. There are some circumstances where inappropriate development may be supported. These exceptions include development that supports the vitality and viability of rural settlements and proportionate investment in homes and existing commercial premises that help maintain a 'living' countryside.
- 8.30 Within the Green Belt there are a number of major developed sites which largely predate the current planning system and the Green Belt designation. These sites are subject to the same controls as other development. National policy allows 'Major Developed Sites' to be designated, where redevelopment or infilling can take place in a controlled way. In this context 'infilling' means the filling in of small gaps between existing built development within the sites. It is important to ensure that any new development does not increase the sites' impact on the openness of the Green Belt.
- 8.31 The location of these Major Developed Sites is set out in Table 2 and their external boundaries are illustrated on the Proposals Map. These sites have been identified based on the following criteria:
- (a) they are substantial in size;
 - (b) they contain a significant amount and scale of built development;
 - (c) they can accommodate further development without prejudicing Green Belt objectives; and
 - (d) their redevelopment, or limited infilling, will help to secure economic prosperity or achieve environmental improvements.
- 8.32 These criteria will be used when considering if further Major Developed Sites in the Green Belt should be designated in the future.

Table 2: Major Developed Sites in the Green Belt

Ashlyns School, Berkhamsted
Berkhamsted Hill (Berkhamsted Castle Village)
Bourne End Mills
Bovingdon Brickworks
Bovingdon Prison (HMP The Mount)
Kings Langley Secondary School
British Film Institute, Berkhamsted

Policy CS5: Green Belt

The strict application of national Green Belt policy which permits appropriate development will be used to protect openness, local distinctiveness and the physical separation of settlements.

Small-scale development will be permitted:

- (a) for the uses defined as appropriate in national policy;
- (b) for the replacement of existing houses (on a like for like basis); and
- (c) for limited extensions to existing buildings

provided that:

- i. there is no significant impact on the character and appearance of the countryside; and
- ii. if relevant, the development will support the rural economy and maintenance of the wider countryside.

No general review of the Green belt boundary is proposed, although local allocations (under Policies CS2 and CS3) will be permitted).

Development within selected small villages in the Green Belt will be permitted in accordance with Policy CS6.

Proposals for designated Major Developed Sites will be determined in the context of national Green Belt policy.

Monitoring:

Indicator	Target
Residential and non-residential completions within the Green Belt.	-

Delivery will be achieved by:

- identification of local allocations and boundaries of the selected small villages and Major Developed Sites and detailed approach to infilling and redevelopment of Major Developed Sites through the Site Allocations DPD.
- the Development Management DPD; and
- support of countryside management initiatives with partner organisations such as the Hertfordshire Countryside Management Service (CMS).

Selected small villages within the Green Belt:

- 8.33 Chipperfield, Flamstead, Potten End and Wigginton all fall within the Green Belt. They are primarily residential communities, providing homes for several hundred people or more. Whilst they are not appropriate locations for large scale growth and expansion, the need to allow for limited development which supports their existing role within the settlement hierarchy is recognised. The identification of these local needs will be informed by village appraisals.
- 8.34 Infilling is defined as a form of development whereby buildings, most frequently dwellings, are proposed or constructed within a gap along a clearly identifiable built-up frontage or between a group of buildings. The term does not include backland development, either in the form of plot amalgamation or tandem development. Infilling will only be permitted where it is limited in scale; the housing is affordable and it meets the needs of local people. The term 'limited' refers to development which does not create more than two extra dwellings. The term 'affordable' is defined in accordance with national guidance (see section 14). It does not cover low cost market housing. Local people are those who can demonstrate a strong local connection, either through residence, family ties or their place of work. Further guidance on the definition of local connections is set out in the 'Eligibility Criteria for the Occupation of Affordable Housing' supplementary planning document.

Policy CS6: Selected Small Villages in the Green Belt

Within Chipperfield, Flamstead, Potten End and Wigginton the following will be permitted:

- (a) the replacement of existing buildings;**
- (b) limited infilling with affordable housing for local people;**
- (c) conversion of houses into flats;**
- (d) house extensions;**
- (e) development for uses closely related to agriculture, forestry and open air recreation, which cannot reasonably be accommodated elsewhere; and**
- (f) local facilities to meet the needs of the village.**

Each development must:

- i. be sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and**
- ii. retain and protect features essential to the character and appearance of the village.**

Monitoring:

Indicator	Target
Residential and key non-residential development in the villages compared to the amount elsewhere within the Green Belt	-

Delivery will be achieved by:

- the Development Management DPD;
- application of the 'Eligibility Criteria for the Occupation of Affordable Housing' SPD;
- guidance in the Affordable Housing SPD; and
- partnership working with Registered Providers, Town and Parish Councils and others.

Rural Area:

8.35 The Rural Area lies beyond the Metropolitan Green Belt. Whilst its role is different from the Green Belt, the pressures it faces are comparable and in order to retain its open character, development must be controlled in a similar way.

8.36 The largest settlements within the Rural Area are Aldbury, Long Marston and Wilstone. They provide homes for several hundred people and contain important services and facilities which need to be maintained. These villages are the most

suitable locations for small-scale, sensitively designed development that meets the long-term needs of the rural community and wider countryside. The identification of local needs will be informed by village appraisals.

Policy CS7: Rural Area

Within the Rural Area, the following uses are acceptable:

- (a) agriculture;**
- (b) forestry;**
- (c) mineral extraction;**
- (d) countryside recreation uses;**
- (e) social, community and leisure uses;**
- (f) essential utility services; and**
- (g) uses associated with a farm diversification project, which can be demonstrated to be necessary for the continuing viability of the farm business and consistent with the principles of sustainable development.**

Small-scale development will be permitted:

- i. for the above uses;**
- ii. for the replacement of existing houses (on a like for like basis); and**
- iii. for limited extensions to existing buildings.**

Small-scale development for housing, employment and other purposes will be permitted at Aldbury, Long Marston and Wilstone, provided that it complies with Policy CS1: Distribution of Development, and Policy CS2 Selection of Development Sites.

Monitoring:

Indicator	Target
Residential and non-residential completions within the Rural Area.	-

Delivery will be achieved by:

- definition of the boundaries of Aldbury, Long Marston and Wilstone through the Site Allocations DPD; and
- the Development Management DPD.

9. Enabling Convenient Access between Homes, Jobs and Facilities

- 9.1 Good communication links and well connected settlements underpin economic prosperity and social well being. The location of development is a critical aspect of accessibility and in delivering sustainable development, creating sustainable communities and tackling climate change. Employment and housing growth, and other development over the plan period therefore need to be brought forward in sustainable and accessible locations, and links to key destinations strengthened.
- 9.2 The private car provides personal mobility and will remain a central method of travel. It therefore needs to be planned for. The complete freedom to use the car would have significant costs to the environment (e.g. from congestion and rat-running, from the effects of carbon emissions and from a deterioration in air quality). Measures to reduce pollution and promote cleaner fuels (e.g. electric cars) should be encouraged, although the need to travel by car must also be reduced.
- 9.3 National policy is no longer aimed at catering for the unrestrained growth of road traffic. Travel demand needs to be managed in a way that is more sustainable and delivers carbon reductions. This approach includes:
- reducing the need to travel (by both car and non-car mode);
 - managing existing road capacity;
 - carefully locating development so that it is accessible to all users;
 - controlling and managing new car parking spaces;
 - encouraging fewer car journeys;
 - promoting non-car travel; and
 - implementing Green Travel Plans.
- 9.4 A clear road hierarchy must be established that recognises appropriate levels of through movement and local access. The road hierarchy is shown on the Proposals Map and is divided into:
- main hierarchy (strategic/primary roads, main roads, and secondary distributor roads); and
 - local hierarchy (local distributor, local transition, local collector and local spur roads).
- 9.5 The East Hemel Hempstead Area Action Plan is specifically looking at improving the road hierarchy in and around the Maylands Business Park.
- 9.6 Realistic opportunities for travellers to make more sustainable transport choices such as walking, cycling or using passenger transport will be promoted. New development will be guided to more accessible locations that are well connected to a range of uses and integrated with other travel modes. This will help promote social inclusion, minimise the need to travel, reduce car dependency and enable us to adopt healthier and more environmentally friendly travel choices.

- 9.7 All major new development proposals should include a package of sustainable transport measures to reduce reliance on the private car. A Transport Assessment and comprehensive Travel Plan must accompany such schemes.
- 9.8 The impact of any development, either alone or cumulatively with other proposals, must be addressed through:
- providing new and improving existing pedestrian and cycle routes;
 - contributions towards strategic transport improvements;
 - implementing local highway works;
 - minimising private car parking through the availability of car clubs and pool cars; or
 - developing car free developments in the borough's most accessible locations.
- 9.9 The right infrastructure needs to be properly planned for locally over the plan period so that it is in place to meet the transport needs of those that travel within the borough. Physical measures can also be complemented by other (Smarter Choices) initiatives. They can help influence people's travel behaviour through increasing awareness and information, and in offering incentives as an alternative to using the car.
- 9.10 There are many bodies that have responsibility for delivering transport improvements and investment across the borough (see Table 3). Therefore, new development and infrastructure will need to be co-ordinated with a number of organisations.

Table 3: Transport Responsibilities

Organisation	Responsibility
County Council	Local highway authority and responsibility for countywide and local transport policies, plans, and programmes.
Highways Agency	Managing, maintaining and improving motorways and trunk roads.
Network Rail	Maintaining and renewing rail infrastructure and train planning and signalling.
British Waterways	Maintaining and developing the Grand Union Canal, its public towpaths and waterway access points.
London Luton Airport Operations Limited	Managing airport operations, facilities, and infrastructure. The borough liaises over airport issues through the London Luton Airport Consultative Committee (LLACC).
Bus and rail service providers	Running and managing bus and rail services.

9.11 The Local Transport Plan is the delivery vehicle for transport improvements in the county. It has a number of priorities covering tackling congestion, accessibility planning, providing safer roads, and improving air quality and quality of life for residents. The West Hertfordshire Area Transport Plan and the Urban Transport Plans for the towns (only Hemel Hempstead completed to date) provide a more detailed local focus to the LTP. The Core Strategy seeks to complement and deliver the priorities, plans and programmes of the LTP and related strategies.

Policy CS8: Sustainable Transport

All new development will contribute to a well connected and accessible transport system whose principles are to:

(a) give priority to the needs of other road and passenger transport users over the private car in the following order:

- pedestrians**
- cyclists**
- passenger transport (buses, trains and taxis)**
- powered two wheeled vehicles**
- other motor vehicles;**

(b) ensure good access for people with disabilities;

(c) ensure passenger transport is integrated with movement on roads, footways and cycleways;

(d) create safer and continuous footpath and cycle networks, particularly in the towns;

(e) maintain and extend the rural rights of way network;

(f) improve road safety and air quality;

(g) strengthen links to and between key facilities (bus and railway stations, hospitals, main employers and town centres); and

(h) provide sufficient, safe and convenient parking based on car parking standards: the application of those standards will take account of the accessibility of the location, promoting economic development and regeneration, supporting shopping areas, safeguarding residential amenity and ensuring highway safety.

Development proposals will also contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and local Urban Transport Plans.

Policy CS9: Management of Roads

All new development will be directed to the appropriate category of road in the road hierarchy based on its scale, traffic generation, safety impact, and environmental effect.

The traffic generated from new development must be compatible with the location, design and capacity of the current and future operation of the road hierarchy, taking into account any planned improvements and cumulative effects of incremental developments.

Improvements to the network and all traffic management measures will be designed to channel long distance through traffic onto the motorway and primary roads (i.e. M1, M25, A5 and A41).

In Hemel Hempstead road improvements will focus on relieving congestion in and around the Maylands Business Park, including the delivery of a new north-eastern relief route, and improving the capacity and safety of the Plough Roundabout. Elsewhere, small-scale improvements will be undertaken to tackle local environmental and safety problems.

Other new road capacity will only be justified for local environmental, air quality (including any declared Air Quality Management Areas), safety reasons, or for accommodating local access requirements.

Local road space will be shared and designed to allow the safe movement of all users.

In villages and the countryside, special regard will be paid to the effect of new development and traffic on the safety and environmental character of country lanes.

Monitoring:

Indicator(s)	Target(s)
Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary schools, employment and retail	-
Amount of completed new-build non-residential development (Use Classes A and B) complying with car parking standards	-
Amount of completed residential development complying with car parking standards	-
Submission of Travel Plans	100% of all qualifying schemes to provide Travel Plans Assessment.

Delivery will be achieved by:

- transport proposals in the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- the Development Management DPD and the application of car parking standards;
- implementation of the Local Transport Plan and associated action plans and strategies;
- implementation of site and area-based travel plans;
- implementation of measures in Urban Transport Plans;
- partnership working with Hertfordshire County Council, the Highways Agency, Network Rail, bus and train operators, the voluntary sector, developers and the London Luton Airport Consultative Committee;
- supporting the Chilterns Conservation Board's 'Environmental Guidelines for the Management of Highways in the Chilterns'; and
- Implementation and monitoring of the Infrastructure Delivery Plan (IDP).

10. Securing quality design

- 10.1. The quality of the built environment and the public realm has a key role to play in place shaping and the quality of life. Good design can help create distinctive, linked places where people feel welcome and want to live, work and spend their free time.
- 10.2. Housing needs to be designed to a high standard and delivered at the optimum densities in the right locations. It also needs to deliver greater choice and affordability, limit the use of greenfield sites and respect community led Place Strategies for each of the towns and large villages in the borough.
- 10.3. As the principal town, Hemel Hempstead will be the focus for growth and regeneration, including substantial improvements to the image and quality of the town's built fabric and public realm. Elsewhere, new development provides an opportunity to enhance positive features, such as the historic character of the borough, and to improve any areas marred by neglect or insensitive development in the past.
- 10.4. The Council will seek to make the best use of urban land by requiring higher densities to provide more dwellings in and around town and local centres. However, there will be locations where the character and the environment of the surrounding area are such that it will be necessary to limit densities to avoid harm to the character or the environment. Examples of such circumstances include:
 - impacts on views of important buildings and spires, open land, countryside and skylines;
 - impacts on the pattern, quality and unique setting of different natural habitats as identified in the Urban Nature Conservation Study; and
 - the appearance and setting of conservation areas and listed buildings.

The Council recognises that residential gardens are not always suitable for development.

- 10.5. Residential Character Area Appraisals, covering Hemel Hempstead, Berkhamsted and Tring, were adopted by the Council in 2004. Urban Design Assessments have subsequently been carried out for Dacorum's three towns and three large villages to ensure that the design of new buildings and the public realm to respect the existing unique built, natural, social and economic context. These complement the Residential Character Area Appraisal work. Conservation Area Appraisals have also been undertaken for some of the conservation areas. Further Conservation Area Appraisals are programmed, and an update of the Urban Design Assessments and Residential Character Area Appraisals will be undertaken.

Successful Urban Design

- 10.6. There is no magic formula for arranging buildings and development to create a sense of place, because the key is in the application of visions, place strategies and principles within the process. However, Figure 11 sets out 'Dacorum's Spatial

Awareness Framework' to help developers accord with the vision and the place strategies for towns and large villages in the borough, the Residential Character and Conservation Area Appraisals, and the character zones in the Urban Design Assessments. The full details for individual place visions and place strategies are set out in sections 19-26.

Figure 11: Dacorum's Spatial Awareness Framework

Developers must consider the relationship of the proposed development with its location and physical context:

- A. *The Place Strategy:***
 - the size of the settlement and the number of centres; and
 - the long-term place vision.
- B. *The character of the settlement:***
 - defined countryside borders;
 - the topography;
 - landscape setting and green gateways;
 - historic setting and settlement pattern; and
 - the key views into and out of the settlement.
- C. *The character of the neighbourhood/urban design zone:***
 - the character appraisal of the neighbourhood pattern;
 - typical density;
 - key landmarks;
 - movement and pedestrian gateways; and
 - key views within the settlement.
- D. *The public and private realm:***
 - streets, spaces and movement corridors;
 - movement routes of people and wildlife;
 - public space network;
 - private gardens; and
 - green infrastructure.
- E. *The character of the site:***
 - street pattern;
 - style of buildings;
 - building lines and orientation of buildings; and
 - materials used.

10.7. Figure 12 establishes the key 'Urban Design Principles' expected to be applied by developers to enhance existing places and create successful new places in the borough. They are informed by CABE's 'By Design' principles and mutually reinforce the principles set out in the Urban Design Assessments, the Residential Character and Conservation Area Appraisals and Policies CS10-13 on design and Policies CS28-32 relating to using resources efficiently (section 18).

Figure 12: Urban Design Principles

1. **Character** - a place with its own identity, that respects the local history, geology and landscape, and the Urban Design Assessment character zones and Residential Character and Conservation Area Appraisals.
2. **Defined layout and enclosure** - a place that is defined by buildings, structures and landscape made up of public and private spaces.
3. **Making connections** - a place that is easy to get to and move around.
4. High quality of public realm - creating places with attractive environmental quality.
5. **Legibility** - a place that has a clear image and identity and is easy to understand.
6. **Adaptability** - a place that can respond to changing uses easily and is robust over time.
7. **Diversity** - a place that offers a mix of activities to the widest choice of users
8. **Safe and welcoming** - creating places that feel safe, secure and welcoming for everyone.

- 10.8. Dacorum's Spatial Awareness Framework and Urban Design Principles should be underpinned by a well-grounded approach, which considers the quality of urban design from the outset. With this in mind, planning applicants considering building at least one new home or commercial building will be expected to cover three design-led steps:

Figure 13: 3 Step Approach to Successful Design

1. **Be spatially aware** – refer to Dacorum's Spatial Awareness Framework identified in Figure 11.
2. **Consider design and access** – explain how the proposal meets the Urban Design Principles identified in Figure 12.
3. **Consider sustainable design and construction** – Complete a Sustainability Statement online to explain how sustainable development will be delivered (see section on sustainable design and construction and Policies CS28 and CS29).

- 10.9. Local guidance and methodologies are continually evolving with a desire to raise design standards further and to ensure long-term management of the built environment and public spaces. Examples of appropriate guidance that will need to be considered include:

- Hertfordshire's Building Futures Guide - www.hertslink.org/buildingfutures;
- and
- Chilterns Buildings Design Guide and associated Technical Notes - www.chilternsaonb.org.

Quality of the built environment

- 10.10. Successful towns and villages should be designed so that they are pleasant places to live, work and visit.
- 10.11. New development will help meet the visions identified in the place strategies for the towns and large villages, and address any key issues identified for each of the places that will help to improve the quality of the built environment and respect and enhance the historic environment.
- 10.12. The layout and design of settlements includes neighbourhoods, and public and private spaces. These spaces include a variety of character areas, described as neighbourhoods in the Residential Character Area Appraisals, conservation areas in the Conservation Area Appraisals and urban design zones in the Urban Design Assessments. The Vision Diagram at the end of each place strategy (sections 20-26) illustrates these urban design zones.
- 10.13. Within character areas, the aim of design is to improve the negative aspects of the built environment and promote the positive historic elements. Improvements to the existing street arrangement and character areas will be identified in the Urban Design Assessments and Conservation Area Appraisals. They will help to deliver a more comprehensive, intelligible and interesting approach to urban design.
- 10.14. All development will also be based on the premise of achieving sustainable development. Taking advantage of expert advice and better assessment methods, the aim will be to raise the standard of architecture, using innovative design and materials that are sympathetic to local character, whilst meeting the needs of different people and households.

Policy CS10: Quality of Settlement Design

The design of all new development will be expected to follow the '3 Step Approach to Successful Design' (Figure 13).

At the broad settlement level, development should:

- (a) respect defined countryside borders and the landscape character surrounding the town or village;
- (b) reinforce the topography of natural landscapes and the existing soft edges of towns and villages;
- (c) promote higher densities in and around town centres and local centres;
- (d) protect and enhance significant views into and out of towns and villages;
- (e) deliver landmark buildings¹ at movement and pedestrian gateways and enhance focal points with high quality architecture;
- (f) preserve and enhance green gateways; and
- (g) protect and enhance wildlife corridors.

Policy CS11: Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;
- (c) co-ordinate streetscape design between character areas;
- (d) protect or enhance significant views within character areas;
- (e) incorporate natural surveillance to deter crime and the fear of crime; and
- (f) avoid large areas dominated by car parking.

The quality of neighbourhood design in towns and large villages will be reinforced through a Supplementary Planning Document on Urban Design.

¹ Landmark buildings are easily recognisable structures that aid navigation to and within an area. They are not necessarily defined by their height, but by their distinctiveness due to design and location.

Policy CS12: Quality of Site Design

On each site development should:

- (a) provide a safe and satisfactory means of access for all users;**
- (b) provide sufficient parking and sufficient space for servicing;**
- (c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;**
- (d) retain important trees or replace them with suitable species if their loss is justified;**
- (e) plant trees and shrubs to softly screen development and settlement edges;**
- (f) integrate with the streetscape character; and**
- (g) respect adjoining properties in terms of:**
 - i. layout;**
 - ii. security;**
 - iii. site coverage;**
 - iv. scale;**
 - v. height;**
 - vi. bulk;**
 - vii. materials; and**
 - viii. landscaping and amenity space.**

Quality of the public realm

- 10.15 Public realm includes the network of streets, squares, spaces around and between buildings, structures and urban landscape, as well as rights of ways, parks and open spaces. These public spaces have a major part to play in improving the character, attractiveness and success of many places in the borough and enriching the quality of life of residents and visitors.
- 10.16 The public realm should be well linked, accessible, permeable and legible, lit to an appropriate level and encourage a sense of security and safety for all people. These spaces should be clearly defined from private spaces, easy to move through, put people before traffic, and integrate land uses and transport. Guidance such as the Urban Design Compendium and Manual for Streets¹⁴ promote the 'greening' of streets and multi-modes of travel such as walking, cycling and public transport.
- 10.17 The town centres and local centres in the borough make up a key part of the public realm that is managed by the Council. These spaces are expected to accommodate a wide range of activities and their refurbishment and maintenance are essential in achieving attractive, welcoming, interesting, uncluttered, thriving and safe public

¹⁴ Manual for Streets, 2007 - <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

spaces. As part of any refurbishment the Council will welcome any design features that can encourage an interactive public realm to encourage play and enjoyment of the space.

- 10.18 Hemel Hempstead as the largest town in the borough requires significant improvements to the public realm. These improvements should work towards meeting the vision set out for Hemel Hempstead and the vision for its town centre (see section 20). It will also need to achieve the objectives in the Dacorum Development Programme that relate to improvements in the public realm.
- 10.19 To help realise improvements to the public realm, development will be expected to be delivered in a comprehensive manner, in conjunction with other partners, through new development schemes, transport schemes and regeneration schemes. A partnership approach will be expected for the future management of the public realm.
- 10.20 In conjunction with the partnership approach, creative design will be encouraged to inject fresh visual interest, and an interactive public realm to showcase innovative sustainable design and construction methods. Developments that are discordant with their context and fail to enhance the character, quality and function of an area will not be supported.

Policy CS13: Quality of the Public Realm

New development will be expected to contribute to the quality of the public realm by:

- (a) providing active frontages and natural surveillance;**
- (b) promoting clutter free streets by removing unnecessary signs and utilising multi-purpose street furniture;**
- (c) promoting pedestrian friendly, shared spaces in appropriate places;**
- (d) incorporating a coherent palette of sustainable surface materials, planting and street furniture;**
- (e) including an interactive and stimulating realm with public art and appropriate lighting; and**
- (f) incorporating suitable trees, living walls and soft landscaping.**

Monitoring:

Indicator(s)	Target(s)
Sustainability Statements	70% or more of all sustainability assessments should achieve the 'green' scoring level each year.

Delivery will be achieved by:

- the Development Management DPD and supporting guidance.
- application of Car Parking Standards;

- the Urban Design SPD which will update and supersede the Residential Character Area Appraisals;
- guidance in development briefs, master plans and other design statements;
- implementing the Place Strategies and Dacorum Development Programme; and
- partnership working with the Highway Authority to promote a high quality public realm.