



**Dacorum's Local Planning Framework**

# **Core Strategy**



**Pre-Submission**

**October 2011**

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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](http://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](mailto: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](http://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](mailto: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 228883

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 style="text-align: center;"><b>Challenges</b></p> <p><b>How to achieve:</b></p> <ol style="list-style-type: none"><li>1. Balanced and sustainable growth</li><li>2. A stronger role for the Maylands Business Park</li><li>3. The regeneration of Hemel Hempstead town centre</li><li>4. Strong, inclusive communities</li><li>5. A resilient natural environment</li><li>6. A high quality and sustainable built environment</li></ol>
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- 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**

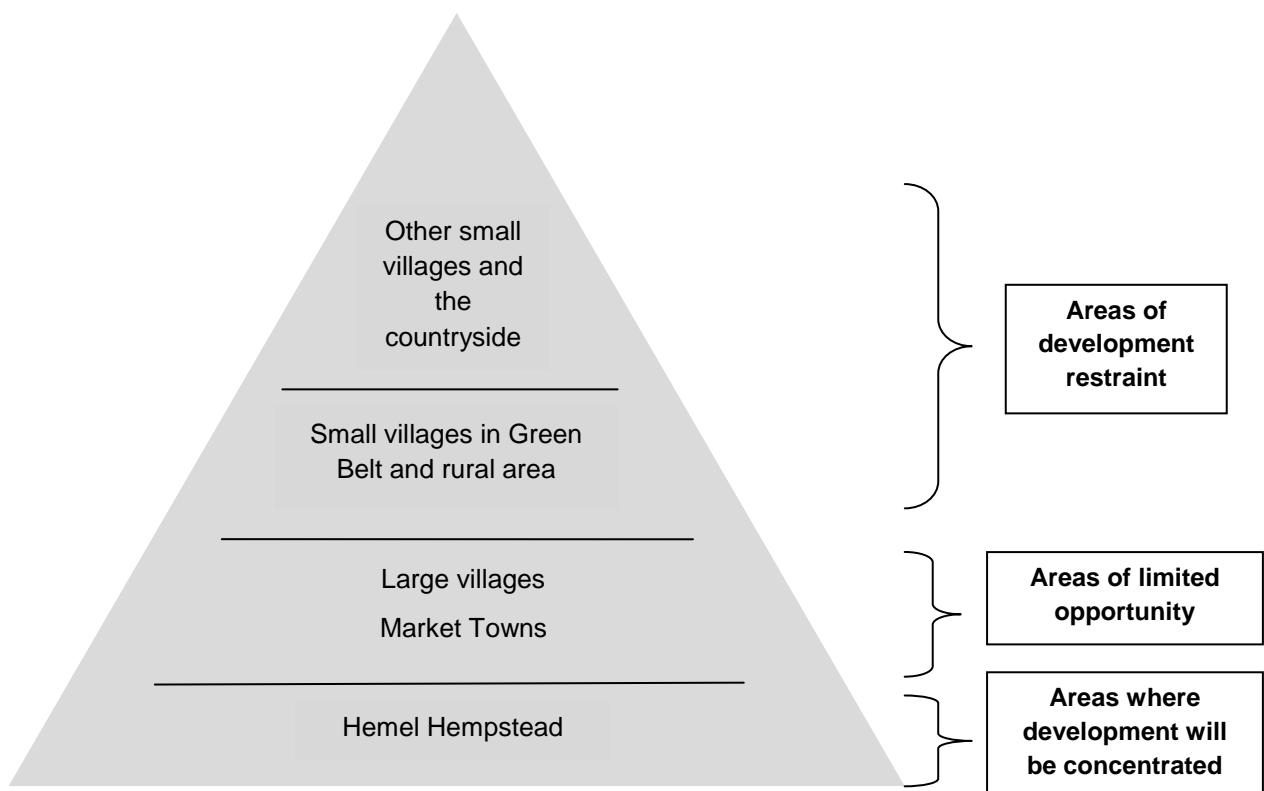
- 1.4 An average of 430 new homes will be provided within the Borough each year, for the plan period (2006-2031). This equates to a total of 10,750 homes. The actual level of delivery is expected to be slightly higher, due to Government rules which do not allow assumptions to be made for 'windfall' sites 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.

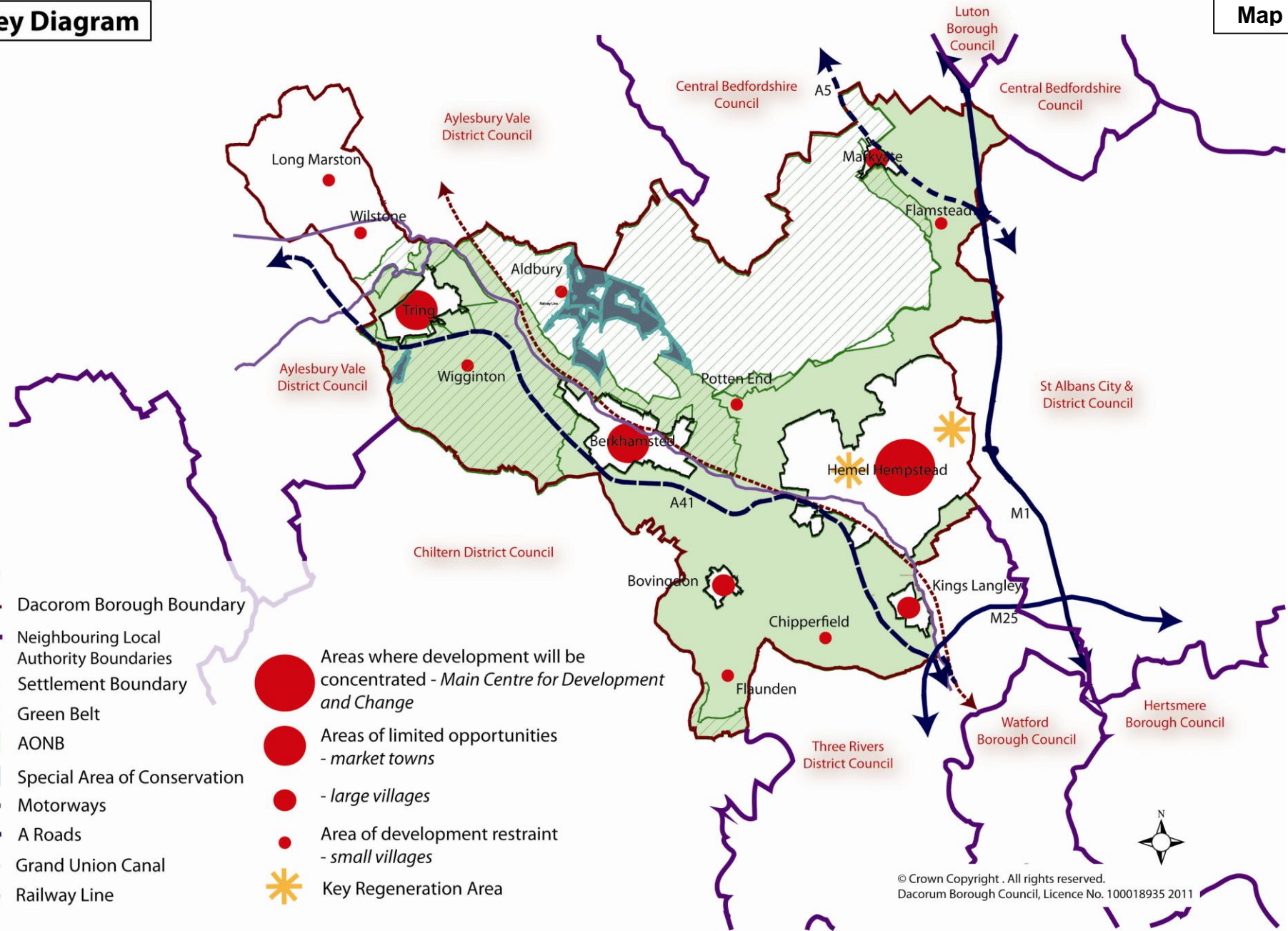
# Key Diagram

# 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



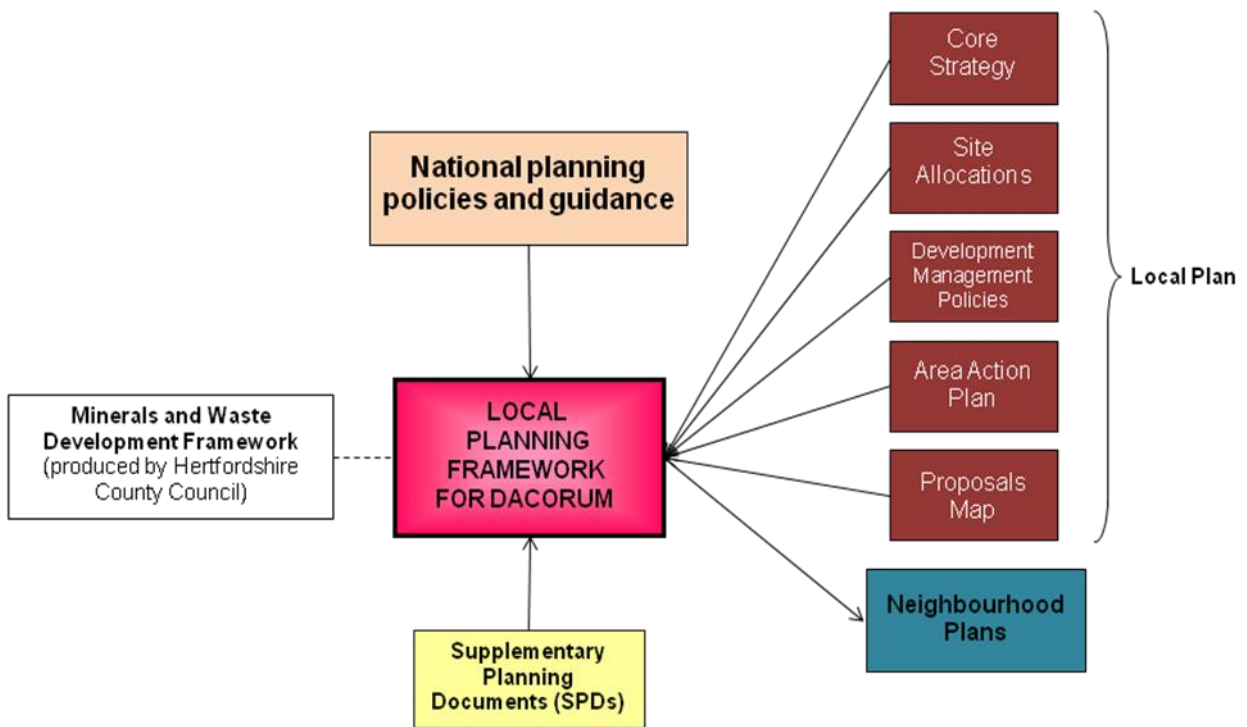


## 2. Introduction

### 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](http://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](http://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 law<sup>1</sup> 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 updated<sup>2</sup> 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](http://www.dacorum.gov.uk).

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<sup>1</sup> The Habitats Directive (Council Directive 92/43/EEC) and Conservation (Natural Habitats) Regulations 1994 (as amended).

<sup>2</sup> 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

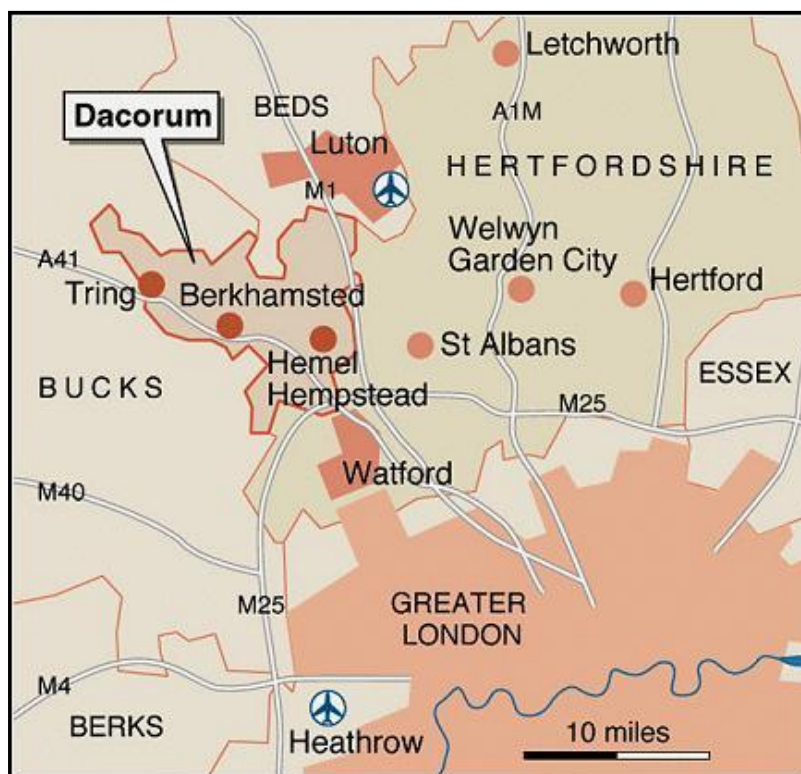


### **3. Borough Portrait**

#### **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)<sup>3</sup> 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.

<sup>3</sup> ONS 2009 data, from [www.nomisweb.co.uk](http://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 Bedfordshire<sup>4</sup>.
- 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 qualifications<sup>5</sup>. 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 car<sup>6</sup>. 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.

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<sup>4</sup> Median annual pay, gross: [Nomisweb.co.uk](http://Nomisweb.co.uk) 2010

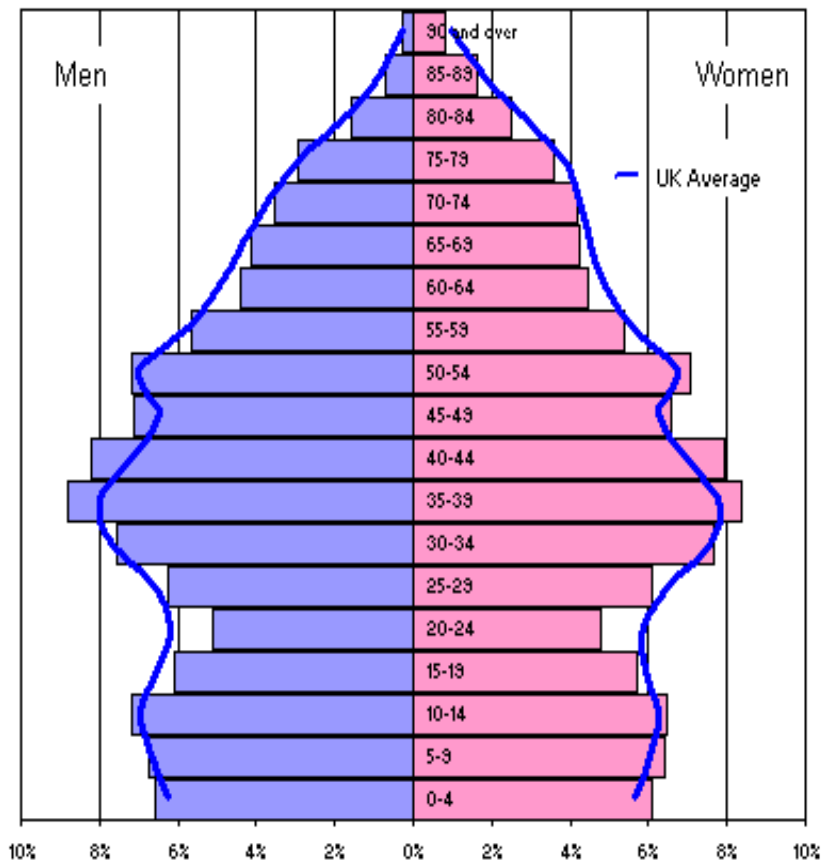
<sup>5</sup> ONS, Annual Population Survey, [Nomisweb.co.uk](http://Nomisweb.co.uk) 2010

<sup>6</sup> Census 2001

## Dacorum's Community

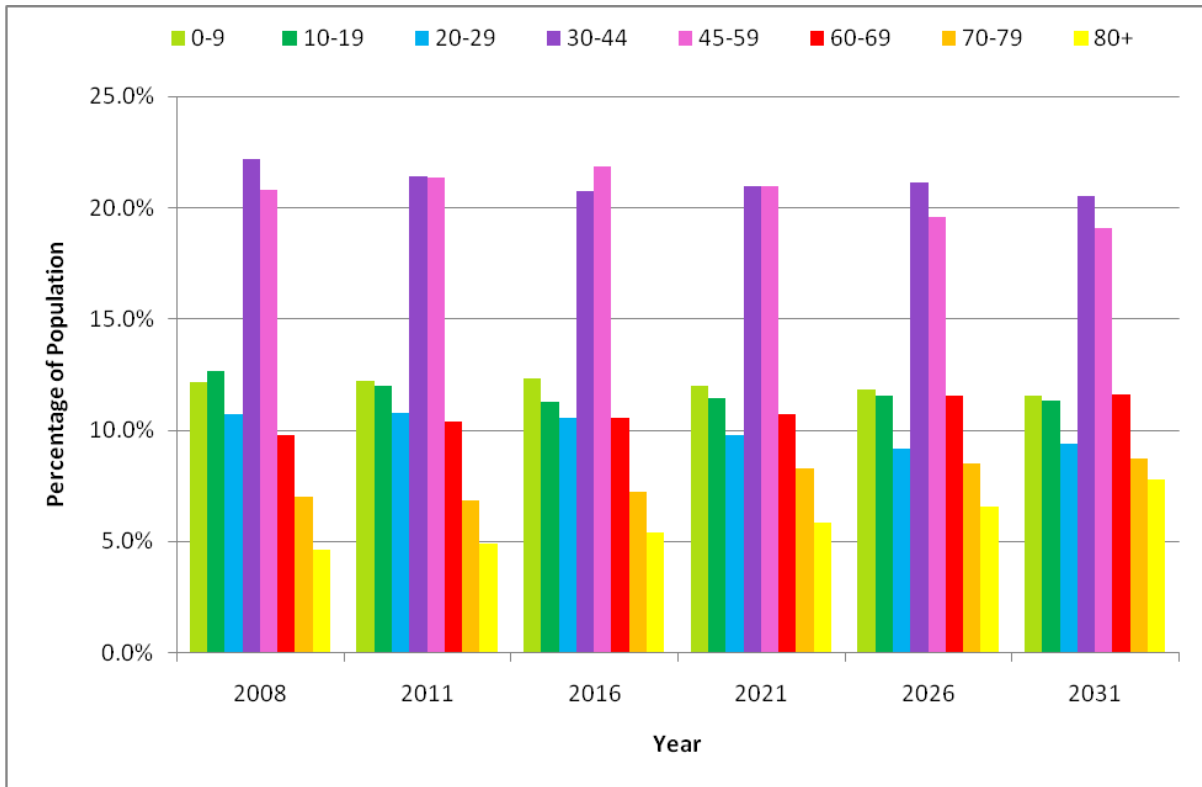
3.15 The age structure of Dacorum's population is very close to that for the country as a whole (see Figure 4). Around a quarter of the population is under 20 and a fifth are over 60. Future projections indicate that the number of people over the age of 60 will increase substantially by 2031 (see Figure 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

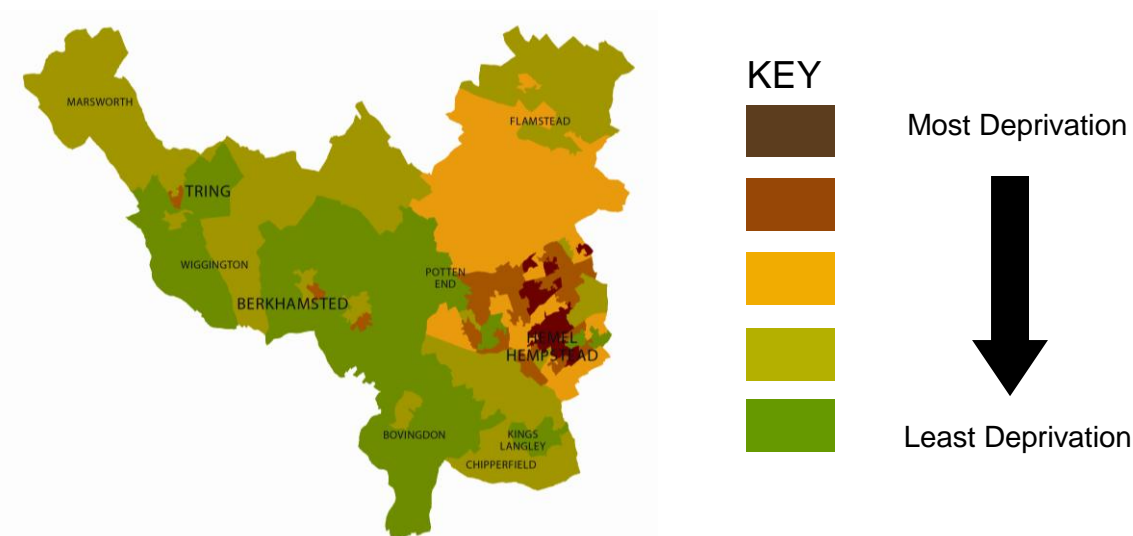
**Figure 5: Population Structure Projections**



*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 266<sup>th</sup> 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 £324,000<sup>7</sup>. 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 community<sup>8</sup> and

<sup>7</sup> Hometrack, March 2010

<sup>8</sup> 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 Strategy<sup>9</sup> 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.

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

<ul style="list-style-type: none"> <li>– to develop the Maylands Business Park as a leader of “green enterprise” and focus of the low carbon economy;</li> <li>– to maintain commercial enterprise and employment opportunities in the market towns and large villages; and</li> <li>– to support rural enterprise.</li> </ul>	
<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>	<b>Providing Homes and Community Services</b>
<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>	<b>Looking After the Environment</b>
<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>	<b>Implementation and Delivery</b>

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**

<b>National</b>
<ul style="list-style-type: none"> <li>• Planning policy statements and guidance</li> <li>• Planning Circulars</li> </ul>
<b>County or Sub-region</b>
<ul style="list-style-type: none"> <li>• East of England Plan<sup>10</sup></li> <li>• Hertfordshire 2021 A Brighter Future</li> <li>• Hertfordshire’s Economic Development Strategy 2009-2021</li> <li>• Local Economic Assessment (LEA)</li> <li>• Local Transport Plan (LTP)</li> <li>• Biodiversity Action Plan (BAP)</li> <li>• Minerals and Waste Development Framework for Hertfordshire</li> <li>• Management Plan for the Chilterns Area of Outstanding Natural Beauty</li> <li>• Documents and strategies produced by the Local Enterprise partnership (LEP)</li> </ul>
<b>Local</b>
<ul style="list-style-type: none"> <li>• Towards 2021- The Dacorum Sustainable Community Strategy</li> <li>• Corporate Plan</li> <li>• Housing Strategies</li> <li>• Green Space Strategy</li> <li>• Dacorum’s Economic Development Strategy</li> <li>• Dacorum Development Programme</li> <li>• Maylands Masterplan</li> <li>• Local Biodiversity Action Plan</li> </ul>

### 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,

<sup>10</sup> 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**

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

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

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



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

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 system<sup>11</sup>. The UK's Sustainable Development Strategy – Securing the Future (2005) has defined the goal of sustainable development as being:

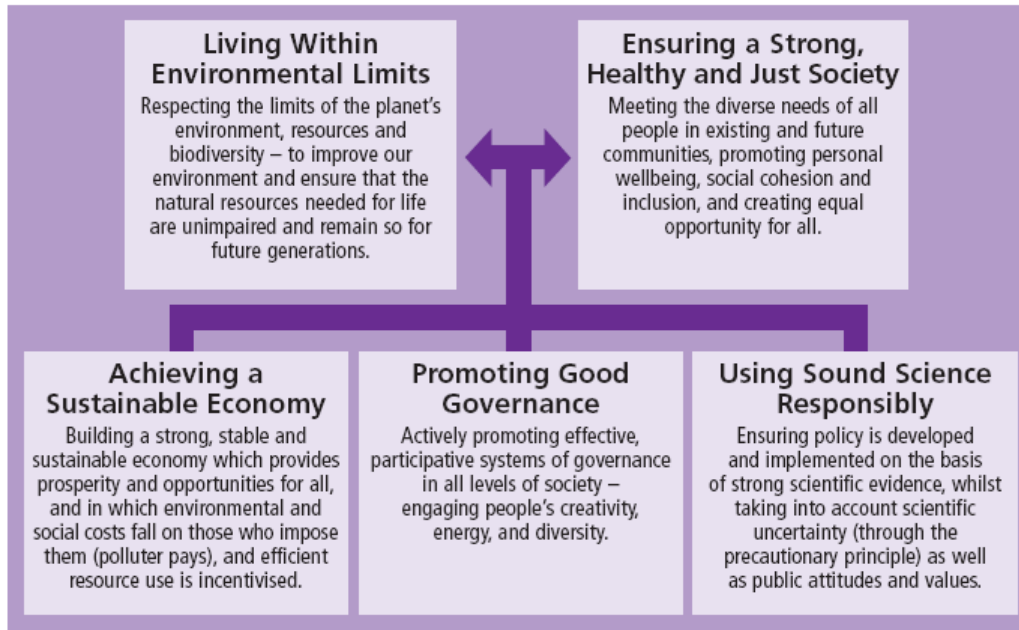
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<sup>11</sup> Planning Policy Statement 1: Delivering Sustainable Development, January 2005 and Draft national Planning Policy Framework, July 2011.

*“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.

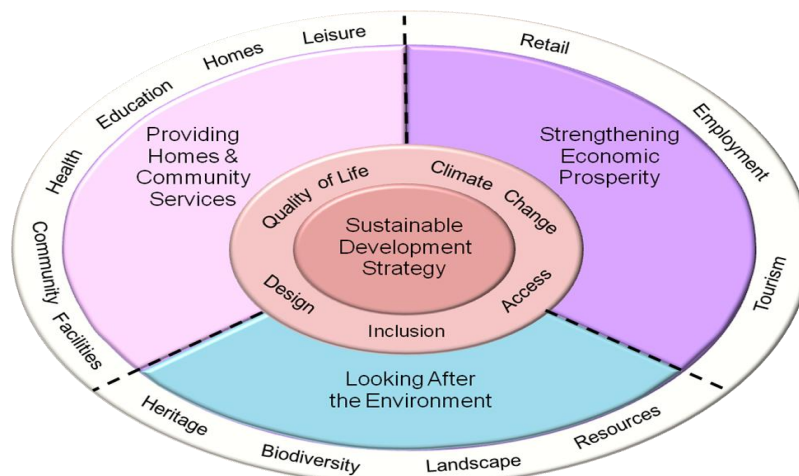
**Figure 9: Principles of Sustainable Development**



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 Note<sup>12</sup>.
- 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)

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<sup>12</sup> Sustainable Development Advice Note, March 2011.

<b>Table 1: Settlement Hierarchy</b>			
<b>Areas where Development will be Concentrated</b>			
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.
<b>Areas of Limited Opportunity</b>			
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	
<b>Areas of Development Restraint</b>			
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 countryside<sup>13</sup> 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.**

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<sup>13</sup> 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:**

<b>Indicator</b>	<b>Target</b>
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:**

<b>Indicator</b>	<b>Target</b>
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:**

<b>Indicator</b>	<b>Target</b>
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**

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

<b>Indicator(s)</b>	<b>Target(s)</b>
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](http://www.hertslink.org/buildingfutures);  
and
- Chilterns Buildings Design Guide and associated Technical Notes - [www.chilternsaonb.org](http://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 buildings<sup>1</sup> 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.

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<sup>1</sup> 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 Streets<sup>14</sup> 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

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<sup>14</sup> 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.

# Strengthening Economic Prosperity



# Strengthening Economic Prosperity

## Strategic Objectives

- To 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.

## 11. Creating jobs and full employment

11.1. The over-arching aim of the national planning policy for economic development is to achieve sustainable economic growth. This is defined<sup>15</sup> as:

*“growth that can be sustained and is within environmental limits, but also enhances environmental and social welfare and avoids greater extremes in future economic cycles.”*

11.2. The Council has commissioned a number of studies into its employment land supply, both in the context of the sub-regional and the local economy. These have taken place during a period of significant change, both to the national economy and to planning policy. The most recent of these studies<sup>16</sup> forecasts net jobs growth of approximately 10,000 in Dacorum over the period 2006-31, which is an increase of approximately 15% on 2006 levels. Many of these jobs will be office-based, and there is a forecast decline in the number of industrial and warehousing jobs.

11.3. The forecast growth in jobs over the plan period is an estimate, rather than a target because the Council cannot directly create jobs. Its role is to enable the estimated jobs growth through regeneration strategies, appropriate planning policies and employment land provision targets. This approach will ensure that planning policies do not unduly constrain economic growth, and complement wider regeneration initiatives.

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<sup>15</sup> PPS4: Planning for Sustainable Economic Growth (December 2009)

<sup>16</sup> Dacorum Employment Land Update 2011. Roger Tym & Partners. July 2011.

- 11.4. This jobs growth forecast is reflective of Hemel Hempstead’s status as the main centre for development and change within the borough, the town’s evolving role as a strategic employment location within Hertfordshire and beyond, and the Council’s regeneration agenda for the town. Hemel Hempstead is a logical location for employment growth within the wider area, due to the availability of land, its proximity to the M1 and ability to provide jobs that are accessible to residents in other districts within south west Hertfordshire.
- 11.5. Substantial employment growth at Hemel Hempstead will be planned through:
- capitalising on strategic links to the wider sub-region and beyond;
  - regenerating the Maylands Business Park;
  - reconstructing and rationalising the Buncefield oil storage depot; and
  - creating a more attractive and vital town centre, that makes best use of further regeneration and redevelopment opportunities.
- 11.6. These objectives reflect the aspirations set out within the Council’s regeneration plans<sup>17</sup>. They are also reflected in the Economic Development Strategies for both Hertfordshire and Dacorum (Table 4).

**Table 4: Economic Development Strategy Objectives**

Hertfordshire	Dacorum
Creating a vibrant, low carbon economy	The regeneration of Maylands
Stimulating enterprise, innovation and inward investment	Supporting the business community
Developing a well skilled workforce	Promoting green and sustainable growth
Providing quality locations and infrastructure	Attracting and retaining business
Creating vibrant towns and vibrant communities	Developing our skills base

*Source: Hertfordshire’s Economic Development Strategy 2009-2021, Hertfordshire Works and Dacorum Economic Development Strategy 2009-2012 (January 2009).*

- 11.7. The UK economy is becoming increasingly dependent on knowledge-based industries<sup>18</sup>. It is important for Dacorum’s economy to strengthen the role and presence of knowledge based industries in order to remain competitive. The emphasis on Hemel Hempstead as a centre of economic importance within Hertfordshire and beyond provides an opportunity to increase the role of the knowledge economy within Dacorum. As the borough’s largest concentration of employment land, the Maylands Business Park (see Figure 22) will play a key role in enabling the transition towards a more knowledge-based economy; this will be progressed through the East Hemel Hempstead Area Action Plan (AAP).

<sup>17</sup> Set out within the Dacorum Development Programme (DDP).

<sup>18</sup> The East of England in the Knowledge Economy: Collaboration to Compete? The Work Foundation, 2007



- 11.8. The diversity of the borough is reflected within the make up of the economy, which includes a significant rural sector that will be supported. The term 'rural economy' refers to economic activities that support employment in rural villages and sustain land uses across the rural area. This can include rural tourism.
- 11.9. Consideration will also need to be given to wider issues such as skills. Although adult qualification levels in the borough are above average for both Hertfordshire and England, there are still some skills gaps that will need to be filled if the local economy is to reach its full potential.

## **A Low Carbon Economy**

- 11.10. Both the Hertfordshire and Dacorum Economic Development Strategies (see Table 4) recognise the need to develop a low carbon economy. A county-wide study<sup>19</sup> has helped increase understanding about what a low carbon economy means, what its implications are for the borough and how it can be delivered. This complements the 'UK Low Carbon Industrial Strategy' published by Government in July 2009. A low carbon economy is described as one in which economic performance improves whilst the use of carbon and greenhouse gases falls. It is also an economy where technology, especially in the field of telecommunications, plays an increasingly important role in the sharing and transfer of knowledge and information.
- 11.11. Hertfordshire's Economic Development Strategy aims to develop the potential for a specific low carbon technology cluster in the county across the 'energy and environmental goods and services' (EEGS). Businesses that are actively engaged in the design, manufacture, distribution, installation and maintenance of low carbon goods and services will be encouraged to locate within the borough. Technology will be a key part of the low carbon economy and it will be important for Dacorum's economy to take advantage of the latest low carbon technologies.
- 11.12. The Maylands Masterplan developed the concept of the 'greening Maylands.' This comprises developing more and better quality green spaces, encouraging the adoption of green business practices and sustainable development, and the development of a Green Energy Centre. The creation of a Green Energy Centre links with the identification of the Maylands Business Park as an area with sufficient heat demand to enable the introduction of district heating (see Map 4). Its creation will also support the wider renewable energy sector, together with environmental goods and services supply chains. Depending on the location of the Green Energy Centre, there may be opportunities for links with an in-vessel composting facility or a relocated household waste recycling centre.
- 11.13. The objective of moving towards a low carbon economy complements the policies within section 18 (Using Resources Efficiently). In particular new developments will be expected to meet the requirements of Policies CS28, CS29 and CS31.

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<sup>19</sup> A Low Carbon Economy for Hertfordshire. Oxford Economics, October 2009.

## **The Maylands Business Park**

11.14 The Maylands Business Park plays a significant role in the Dacorum economy; it is home to around 5% of the borough's businesses and just over 17% of employees<sup>20</sup>. The area will be enhanced through the planned regeneration, which aims to strengthen its role across the wider area. Successful regeneration will be delivered through environmental improvements, a new local centre and delivery of the Maylands Gateway and other projects within the East Hemel Hempstead Area Action Plan (AAP). Key objectives for the AAP are set out in the Hemel Hempstead Place Strategy (see section 20). The role of the Maylands Business Park will remain complementary to that of the town centre, which will continue to have a strong economic function.

## **Supporting Tourism**

11.15 Although the borough is not currently a main destination for tourism, it does attract both leisure and business visitors. The tourism sector is also closely linked to the area's cultural facilities (see section 15).

11.16 Many visitor destinations are currently accessed by car. The promotion of sustainable tourism aims to reduce this dependence by creating new opportunities for tourism in locations with good access to public transport; promoting access by non-car modes to existing destinations; and respecting the built and natural environment.

11.17 Whilst there is already a reasonable range of visitor accommodation within the borough, there is scope for this sector to grow. Facilities that support local tourism, the rural economy and those that support existing businesses, through the provision of meeting and conference facilities, will be particularly encouraged. All new tourist facilities should seek to develop strong linkages with existing visitor attractions.

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<sup>20</sup> Business Intelligence Report, Dacorum Borough Council. Market Measures, February 2010.

## **Policy CS14: Economic Development**

**Sufficient land will be allocated to accommodate growth in the economy of approximately 10,000 jobs between 2006 and 2031.**

**Development that supports the knowledge-based economy, the transition to a low carbon economy, the rural economy and sustainable tourism, will be particularly encouraged.**

**Most employment generating development will be located in town and local centres and General Employment Areas in accordance with Policies CS1 and CS4. Hemel Hempstead will be the main focus for new economic development uses, which will be used to support the regeneration of the Maylands Business Park and Hemel Hempstead town centre. Employment levels elsewhere within the borough will be maintained to ensure a spread of job opportunities.**

**Initiatives that help the local workforce adjust to change and develop their skills will be supported.**

### **Monitoring:**

<b>Indicator</b>	<b>Target</b>
Net increase in jobs since 2006	10,000 new jobs by 2031
Percentage of the economically active population who are unemployed	Lower than the regional average and that of surrounding local authorities
Net change in floorspace - by activity B1(a) office, B2 industry and B8 storage - by location i.e. settlement and type of employment area	Net positive change in floorspace

### **Delivery will be achieved by:**

- designation of specific sites and consideration of their delivery through the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- the Development Management DPD;
- implementation of the relevant Economic Development Strategies;

- partnership working with the Local Enterprise Partnerships, the Economic Development team at Hertfordshire County Council, the local business community, West Herts College, and business support partners;
- implementation of the Place Strategies and Dacorum Development Programme; and
- use of Local Development Orders (LDOs).

## 12. Providing for Offices, Industry, Storage and Distribution

- 12.1. Employment uses (offices, research, industrial, storage and distribution, also called B-class uses) are a key component of the local economy, and provide just under half of all jobs in the borough. Most of these types of uses are located within General Employment Areas (GEAs) whose role is to ensure that appropriate land is set aside and protected for different employment uses. The GEAs are located across the three towns, with one in Markyate. The Maylands Business Park is made up of five separate GEAs and is the largest concentration of employment floorspace in the borough. The majority of the jobs growth forecast for employment uses will be directed there as part of the regeneration aims to strengthen its role. Whilst the general approach is to prevent the loss of employment floorspace within GEAs, the Hicks Road GEA in Markyate will be remodelled through mixed use redevelopment (see section 26).
- 12.2. GEAs play a major role in the local economy and provide B-class employment floorspace in a range of locations and with a range of different sized units. This variety is important for maintaining diversity within Dacorum's economy, which has a high number of small and medium sized businesses. Small businesses are defined as those which employ fewer than 50 people. Over 98% of all businesses in the borough are categorised as 'small' and together they employ nearly two thirds of all employees. It is important that there is an adequate supply of employment floorspace to cater for these needs.
- 12.3. GEAs are sometimes the most appropriate location for non B-class uses, such as car showrooms, hotels and bulky leisure uses. Whilst these types of use will not be encouraged in GEAs, they may be permissible as an exception to policy where clear justification exists and they comply with other policies and objectives.
- 12.4. Evidence of market conditions will play an important role in assessing development proposals.

### Offices

- 12.5. Office jobs account for around a quarter of total jobs within Dacorum and are mainly located within GEAs and town centres. New office jobs will make a significant contribution to the borough's total additional jobs over the plan period. The Employment Land Update<sup>21</sup> forecasts that approximately 7,000 new office jobs will be provided within the borough from 2006-2031.
- 12.6. Technical work<sup>22</sup> has identified the lack of a defined office location in Hemel Hempstead, and the homogeneity of the type of available office floorspace as weaknesses of the local office market. This will be addressed through the East Hemel Hempstead AAP and the Hemel Hempstead Town Centre Masterplan.

<sup>21</sup> Dacorum Employment Land Update 2011. Roger Tym and Partners, July 2011.

<sup>22</sup> South West Herts Employment Space Study, Roger Tym and Partners, 2005

- 12.7. The majority of employment jobs growth will be directed to Maylands Business Park as part of the regeneration aims to strengthen its role. The East Hemel Hempstead AAP will guide the regeneration of the Maylands Business Park according to the character areas identified in the Maylands Masterplan. The Maylands Gateway will provide a prominent new office-led strategic employment location. The Face of Maylands will also be an important office location.
- 12.8. The Hemel Hempstead Town Centre Masterplan will guide the regeneration of the town centre according to the character areas set out in the Hemel Hempstead Place Strategy and Policy CS33. The Masterplan will consider the most appropriate location for different uses including offices in Hemel Hempstead town centre. This will add to the overall employment offer within the town and complement the space available in out-of-centre locations, such as the Maylands Business Park.
- 12.9. Town centres make an important contribution to the overall supply and diversity of office floorspace, and are particularly important for small and medium sized offices and professional services, such as lawyers. Offices also support the shops and services in town centres, helping to maintain their vibrancy and vitality. It is desirable, in sustainability terms, for offices to be located in town centres with good public transport access.
- 12.10. An appropriate range of office floorspace must be provided to attract a range of occupiers; this will mean a variety of sizes of offices and a mix of new and older office buildings. Flexibility to accommodate changing market conditions and to attract a mix of businesses will also be important for the success of the borough's office market. A series of 'core office locations' are identified to where business uses, and particularly office development, is directed.

## **Industry, Storage and Distribution**

- 12.11. Industrial and storage floorspace provide a different type of employment to office floorspace. It is important to have a healthy mix of different types of employment (B-class) floorspace to provide an appropriate range of jobs for the skill set of local residents. Recent changes in the local and national economy has meant there has been a significant fall in the total floorspace of factories and a rise in the total amount of warehouse floorspace, of approximately equal quantities.
- 12.12. Hemel Hempstead is home to the main industrial concentration in south west Hertfordshire and one of the main distribution centres around the M25 and southern part of the M1. The location of the Maylands Business Park is a significant comparative advantage for its role as a distributional centre.
- 12.13. Industrial and storage floorspace will continue to make an important contribution to the borough's overall employment mix. However the Employment Land Update<sup>23</sup> forecasts that there will be a fall in the number of jobs in these two sectors of approximately 3,500 over the period 2006-2031. Due to predicted changes in job

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<sup>23</sup> Dacorum Employment Land Update 2011. Roger Tym and Partners, July 2011.

densities it is anticipated that there will be no net change in the amount of floorspace required for these uses.

**Policy CS15: Offices, Research, Industry, Storage and Distribution**

**A minimum supply of land will be identified and retained for B class uses. It comprises:**

- **General Employment Areas;**
- **employment proposals sites;**
- **land in town and local centres; and**
- **employment areas in the Green Belt.**

**Provision will be made to meet a long term target of at least 131,000 sqm (net) additional office floorspace. There will be no net loss of industry, storage and distribution floorspace over the plan period.**

**Development proposals that include provision for small businesses will be encouraged.**

**General Employment Areas will be protected for B-class uses. New B-class development within General Employment Areas will be supported provided that it:**

- (a) is in accordance with the specific uses permissible in each General Employment Area; and**
- (b) contributes to environmental improvements within the General Employment Area.**

**New office uses will be directed to core office locations and Hemel Hempstead town centre.**

**Monitoring:**

Indicator	Target
Net change in floorspace - by activity B1(a) office, B2 industry and B8 storage - by location i.e. settlement and type of employment area	-

**Delivery will be achieved by:**

- designation of specific sites and consideration of their delivery through the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- detailed policies in the Development Management DPD;
- partnership working with the Local Enterprise Partnership, the Economic Development team at Hertfordshire County Council, the local business community, and business support partners; and
- implementation of the Dacorum Development Programme.



## 13. Supporting Retailing and Commerce

13.1. The retail sector is an important part of the local economy providing local jobs and important goods and services for residents and workers. Shops are the foundation of every town centre and influence their aesthetic and environmental quality.

### The retail hierarchy

13.2. The role of the retail hierarchy (shown in Table 5) is to ensure that new retail development takes place in appropriate locations and at appropriate scales. The centres in the borough are designated as town or local centres. Hemel Hempstead, as the primary town centre will be the focus for future major retail development, whilst Berkhamsted and Tring will accommodate a smaller amount of new retail development.

13.3. Local centres will play a smaller, but complementary role in meeting overall retail needs, although their focus is on providing services and facilities to serve their local communities. New development of retail and compatible uses will be encouraged in local centres where it is commensurate in scale with the size, role and function of the centre. A new local centre will be created at the Heart of Maylands to serve the needs of the business and local residential community. The precise nature and scale of this local centre will be determined through the East Hemel Hempstead Area Action Plan.

13.4. Development proposals in town and local centres should, where possible, add to the range, variety and choice of shopping and complementary uses, improve the quality of the shopping environment, and refurbish or reuse existing buildings.

**Table 5: The Retail Hierarchy**

Type of Centre	Location	Principal function
<b>Principal Town Centre</b>	Hemel Hempstead (including Hemel Hempstead Old Town)	Provides a range shops including many national multiple retailers. Provides a range of services and facilities and is home to a number of businesses.
<b>Secondary Town Centres</b>	Berkhamsted	Provide a range of shops including many independents and weekly markets. Provide a range of services and facilities and home to a number of businesses.
	Tring	
<b>Local Centres with a</b>	Woodhall Farm	Provides a few local shops

<b>district shopping function</b>		and a medium sized supermarket.
<b>Local Centres with a neighbourhood shopping function</b>	Adeyfield	Provide a range of mainly small shops, services and facilities of a local nature, serving a small catchment.
	Apsley	
	Bennetts End (Bennettsgate)	
	Bovingdon	
	Boxmoor (St. John's Road)	
	Chaulden	
	Gadebridge (Rossgate)	
	Grovehill	
	Heart of Maylands	
	Highfield (Bellgate)	
	Highfield (The Heights)	
	Kings Langley	
	Leverstock Green	
	Markyate	
	Miswell Lane (and Western Road)	
	Nash Mills (The Denes)	
Northchurch		
Warners End (Stoneycroft)		

## Shopping areas

- 13.5. Parts of the town centres are designated as main shopping frontage and other parts as mixed shopping frontage. These designations will be used to ensure retention of retail use and a diverse mix of uses in different parts of the centres. Areas within local centres are designated as shopping areas where a minimum supply of shop (A1) uses will be retained.
- 13.6. A lively and diverse evening and night time economy is an important part of the vitality and vibrancy of a town centre. However, there can be negative impacts in areas such as community safety, litter and noise. These impacts must be controlled for the evening and night time economy to have a positive effect in town centres.

## Out of centre retail development

- 13.7. There are a number of out-of-centre retail locations in Hemel Hempstead which are well used and which complement the offer in the town and local centres. The role and size of these locations will remain stable. Significant new retail development or changes to the type of goods that are currently sold will not be allowed at these locations in order to support the retail hierarchy. These locations are listed in Table 6. In this context 'significant' is defined as any development that is likely to have a negative impact on town or local centres.
- 13.8. Jarman Fields is designated as an out-of-centre retail and leisure location where significant new retail development above that already permitted<sup>24</sup> will be resisted. The future of this area will be closely linked to the planned regeneration of Hemel Hempstead town centre. Whilst the precise mix and quantum of uses may change over time, the role of the site should remain complementary to the role of the town centre and continue to support the retail hierarchy. This principle applies to all out of centre locations.

**Table 6: Out of Centre Retail Locations**

Location	Main uses
<b><i>Out of centre retail locations</i></b>	
<b>Hemel Hempstead</b>	
<ul style="list-style-type: none"> <li>Sainsbury, Apsley Mills Retail Park, London Road (Sainsbury, Apsley)</li> </ul>	Food retailing.
<ul style="list-style-type: none"> <li>Remainder of Apsley Mills Retail Park, London Road (Apsley Mills)</li> </ul>	Bulky, non-food goods.
<ul style="list-style-type: none"> <li>Two Waters, London Road (Two Waters)</li> </ul>	Bulky, non-food goods.
<ul style="list-style-type: none"> <li>Homebase and Wickes, London Road (London Road)</li> </ul>	Bulky, non-food goods.
<ul style="list-style-type: none"> <li>B&amp;Q, Two Waters Road (Cornerhall)</li> </ul>	Bulky, non-food goods.
<b>Tring</b>	
<ul style="list-style-type: none"> <li>Tesco, London Road (Tring)</li> </ul>	Food retailing
<b><i>Out of centre retail and leisure locations</i></b>	
<ul style="list-style-type: none"> <li>Jarman Fields</li> </ul>	Food retailing and bulky non-food goods. Leisure uses.

<sup>24</sup> Planning permission for 6,700 sqm (gross) of retail warehousing floorspace has been granted (04/00455/07/MFA)

## **The sequential approach**

13.9 The sequential approach requires new retail development to be delivered in central locations first; this supports the vitality and viability of centres and is a sustainable approach to development. The sequential approach stipulates that retail development is delivered on sites in the following order of preference:

1. locations in appropriate existing centres;
2. edge of centre locations, with preference given to sites that are or will be well-connected to the centre; and
3. out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are closest to the centre and have a higher likelihood of forming links with the centre.

13.10 The sequential approach will be used to assess applications for new retail development which are not in an existing centre and are not in accordance with local policy. The requirement applies to extensions to retail uses where the gross floorspace of the proposed extension is greater than 200 square metres.

13.11 When considering the sequential approach, the following will be taken into account:

- a) ensure that sites are assessed for their availability, suitability and viability;
- b) ensure that all in-centre options have been thoroughly assessed before less central sites are considered;
- c) ensure that where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference is given to edge of centre locations which are well connected to the centre by means of easy pedestrian access; and
- d) ensure that in considering sites in or on the edge of existing centres, developers and operators have demonstrated flexibility in terms of:
  - i. scale: reducing the floorspace of their development;
  - ii. format: more innovative site layouts and store configurations such as multi-storey developments with smaller footprint;
  - iii. car parking provision: reduced or reconfigured car parking areas; and
  - iv. the scope for disaggregating specific parts of a retail development, including those which are part of a group of retail units, onto separate, sequentially preferable, sites.

## **The impact assessment**

13.12 An impact assessment will be required for all applications for new retail development that are not in an existing centre, or which are in an existing centre, but whose scale

is not considered to be in keeping with the size, role and function of that centre. Assessments should take into account the likely cumulative effect of recent permissions, development under construction and completed developments. Such applications will be assessed against the following impacts on centres:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
- b) the impact of the proposal on town centre vitality and viability, including local consumer choice and the range of quality of the comparison and convenience retail offer;
- c) the impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan;
- d) the impact of the proposal on in-centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to ten years from the time the application is made, and where applicable on the rural economy; and
- e) if located on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the retail hierarchy.

## Policy CS16: Shops and Commerce

New retail development will be assessed in terms of its location, scale and impact. It will be permitted if it accords with the retail hierarchy as set out in Table 5 and conforms with the sequential approach. Most retail development will be directed to the town and local centres.

Opportunities will be given to provide capacity for the following amounts of floorspace if there is demand:

Town Centre	Square Metres (net)			
	Comparison	Convenience	Total	
Hemel Hempstead	15,500			2009-2021
	32,000			2022-2031
	<b>47,500</b>	<b>6,000</b>	<b>53,500</b>	<b>Total</b>
Berkhamsted	<b>6,000</b>	<b>1,000</b>	<b>7,000</b>	<b>Total</b>
Tring	<b>2,500</b>	<b>750</b>	<b>3,250</b>	

New retail floorspace will only be permitted outside of defined centres if the proposal complies with the sequential approach and demonstrates a positive overall outcome in terms of the impact assessment.

Hemel Hempstead will be the main destination for comparison goods shopping, leisure, entertainment, civic and cultural activities. Other centres will provide core shopping facilities and services for their local communities.

Development proposals that promote a diverse evening economy in the town centres will be supported provided that their social and environmental impacts are controlled.

### Monitoring:

Indicator	Target
Net gain in retail floorspace in town centres	Positive trend
Net gain in retail floorspace in local centres	Positive trend
Net gain in retail floorspace which is outside of designated centres	Nil

**Delivery will be achieved by:**

- designation of specific sites and consideration of their delivery through the Hemel Hempstead Town Centre Masterplan, the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- the Development Management DPD;
- implementation of the relevant Economic Development Strategies;
- partnership working with the Local Enterprise Partnership, the Economic Development team at Hertfordshire County Council, the local business community, Local Enterprise Partnership (LEP) and business support partners;
- implementation of the Place Strategies and Dacorum Development Programme; and
- Marlowes Shopping Zone Improvements Plan.





# **Providing Homes and Community Services**



# Providing Homes and Community Services

## Strategic Objectives

- To provide a mix of new homes to meet the needs of the population.
- To provide for a full range of social, leisure and community facilities and services.

## 14. Providing Homes

- 14.1 Decent homes are fundamental to people's wellbeing and quality of life, and the foundation for achieving balanced and sustainable communities. Sufficient homes should be available for all sectors in the community, including the travelling community. Their design should help support the move towards a low carbon future and adaptation to climate change. Homes should be served by appropriate facilities and services.
- 14.2 The existing stock of housing is generally of good quality and there are very low levels of vacancy. Owner-occupied housing predominates, though there is also a large proportion of Council owned housing in comparison to other districts in the county. This reflects Hemel Hempstead's New Town legacy. The borough has a mix of house types that includes a large proportion of terraced housing, modest levels of detached properties, and lower proportions of flats and semi-detached properties relative to adjoining districts.
- 14.3 House prices are high due to the borough's proximity to London and its attractive local environment. House prices are high relative to incomes, which means that many local people find it difficult to access suitable accommodation. Most new completions are for open market housing, and levels of housing need within the borough continue to exceed the supply of affordable housing, particularly for first-time buyers. The economic downturn did not significantly affected market affordability.
- 14.4 The supply of affordable housing has been growing over the last few years, but the amount and proportion in relation to the total housing supply has remained low. The existing supply of affordable homes has also been affected by the Right to Buy, leading to a continuing reduction in stock available to those in housing need, although take up of this scheme has declined in recent years.
- 14.5 The borough's population is changing with growing numbers of elderly residents forecast as a result of increased life expectancy. Household size is projected to continue to fall (from 2.36 in 2006 to 2.15 in 2031), particularly as a consequence of an increase in one person households.
- 14.6 The potential supply of housing has been assessed through the South West Hertfordshire Strategic Housing Land Availability Assessment (SHLAA) and

subsequent updates. The Council has reviewed the SHLAA in consultation with the development sector, firstly through the Housing Land Availability Papers, and through annual monitoring of sites. It shows there is significant housing potential in the borough and illustrates where sites are expected to come forward for development. Urban capacity (that is sites within the existing settlement boundaries) is important to supply, but its potential contribution reduces later in the plan period.

- 14.7 Demand and need for housing has been assessed through the London Commuter Belt (West) Strategic Housing Market Assessment (SHMA) 2010 (covering six Hertfordshire authorities, including Dacorum). The SHMA provides information on the type and tenure of housing required to meet need and market demand across different housing markets. The housing market areas are defined, with Dacorum chiefly affected by the Hemel Hempstead sub market that partly overlaps into the adjoining districts of St Albans and Watford. The northern fringes of the borough fall into the St Albans and Luton sub markets, whereas the southern tip falls within the Watford sub market.
- 14.8 The impact of affordable housing and other planning obligations on the viability of development schemes has been analysed through the Affordable Housing and Section 106 Viability Study (November 2009). The analysis has helped to set targets and thresholds in relation to the delivery of affordable housing.

### **Housing supply**

- 14.9 The housing target in Policy CS17 sets a level of housing which the Council expects to achieve and exceed. The target alone suggests 10,750 new homes will be provided over the plan period. The housing trajectory in Appendix 2 shows when this provision is likely to be made.
- 14.10 The elements of the prospective housing supply comprise completions (to date), various commitments and local allocations (see Table 7). The Council's policy and actions will be aimed at delivering those commitments.
- 14.11 The retention of existing residential sites and accommodation is a cornerstone of the housing supply and a basis for the net increase in homes.

**Table 7: Prospective Housing Supply 2006 – 2031**

<b>Element of Supply</b>	<b>Included in the Target (Policy CS17)</b>	<b>Included in the Distribution (Table 8)</b>
<b>1. Completions</b>	✓	✓
<b>2. Commitments</b>		
(a) Defined urban sites*	✓	✓
(b) Defined locations in Hemel Hempstead**	✓	✓
(c) Rural housing sites (Policy CS20)	✓	✓

(d) Gypsy and traveller pitches (Policy CS22)	✓	
(e) Windfall		
(i) For 10 years ***		✓
(ii) After the first 10 years	✓	✓
<b>3. Local Allocations (Table 9)</b>	✓	✓

\* They include the strategic sites in Table 9.

\*\* The town centre and East Hemel Hempstead are key regeneration areas, for which a target has been set in addition to existing defined sites and completions.

\*\*\* i.e. from the date of adoption of the Core Strategy.

14.12 Windfalls (i.e. previously unidentified sites which usually provide fewer than five dwellings each) will inevitably occur and are an element of supply. No allowance has been made for windfall for the first ten years in setting the target for housing. It means that there is leeway to exceed the target by up to about 6%.

14.13 The Council expects delivery to be around the total shown by Table 8. Housing supply will not however be open-ended and will be managed.

14.14 The Council will maintain a continuous 5-year<sup>25</sup> and 15-year rolling housing land supply. Action may be required to influence factors governing the supply in the light of progress. This will be reported through the Annual Monitoring Report.

14.15 Delivery will be phased so that the development of housing sites can be co-ordinated with associated infrastructure and services. The broad approach to phasing is set out in Policy CS2, with more detailed requirements in the Site Allocations DPD. The management of local allocations will build some flexibility into the housing programme (Policy CS3).

14.16 The choice of housing target, with its likely delivery level, takes a balanced approach to housing. The Council has considered:

- the amount needed to meet forecast household growth in the borough;
- the ability to deliver a sufficient, flexible and steady housing supply;
- the opportunities to ensure a mix of housing (both in terms of tenure and type);
- local needs and opportunities, and potential benefits;
- the timing of key infrastructure to support new housing;
- the balance between jobs and homes;
- the support to the local economy and achievement of regeneration targets;
- the effect of new developments (i.e. the land used);
- the relationship to environmental constraints and impact upon the character of particular settlements; and
- the desire to protect the countryside.

<sup>25</sup> Plus any additional percentage figure required by national policy.

- 14.17 Should major new development proposals arise (i.e. over and above those set out within the adopted local plan), the Council will have regard to the overall housing supply, in particular its delivery and its management. The factors in paragraph 14.16 above will be relevant.
- 14.18 The broad distribution of new housing is guided by the settlement hierarchy (Policy CS1). Hemel Hempstead will continue to be the focus for higher levels of growth. Development in the remaining towns and larger villages will be geared towards meeting their locally generated needs. There will be limited opportunities in the smaller villages, although rural housing sites (Policy CS20) are encouraged.
- 14.19 Opportunities for using previously developed land in urban areas will be optimised. However these alone will not maintain a sufficient and steady supply of housing over the lifetime of the plan. Some contribution from greenfield land is planned for within the urban areas and through extensions to some settlements (referred to as local allocations). The development of these local allocations will require small-scale changes to the Green Belt boundary.
- 14.20 Table 8 summarises the prospective distribution of housing. This provides a yardstick against which to judge the delivery of new housing and its distribution.

**Table 8: Prospective Distribution of Housing 2006-2031**

<b>Place</b>	<b>Number of Dwellings indicated in each Local Objective</b>
Hemel Hempstead	8,800
- <i>Town Centre</i>	1,800
- <i>East Hemel</i>	1,000
- <i>Rest of Town</i>	6,000
Berkhamsted	1,180
Tring	480
Bovingdon	130
Kings Langley	110
Markyate	200
Countryside	420
<b>Total</b>	<b>11,320</b>

- 14.21 Important housing sites include:
- strategic sites defined within the Core Strategy; and
  - local allocations

Table 9 gives the location and estimated number of new homes for each site. Site requirements are set out with the relevant Place Strategy.

**Table 9: Strategic Sites and Local Allocations**

<b>Place</b>	<b>Location</b>	<b>Number of Homes</b>
<b>Strategic Sites</b>		
Berkhamsted	Durrants Lane / Shootersway	180
Markyate	Hicks Road	90
<i>sub-total</i>		<i>270</i>
<b>Local Allocations</b>		
Hemel Hempstead	Marchmont Farm	300
	Old Town	80
	West Hemel Hempstead	up to 900
Berkhamsted	Hanburys, Shootersway	60
Tring	Icknield Way, west of Tring	150
Bovingdon	Chesham Road / Molyneaux Avenue	60
<i>sub-total</i>		<i>1,550</i>

14.22 Local Allocations fulfil a number of purposes:

- They would extend the character and nature of housing supply, particularly for family housing.
- They would provide affordable housing locally.
- They can be planned in line with infrastructure capacity, particularly primary schools.
- They can be used to address local infrastructure deficits.
- They would also help maintain local population and the viability of settlements away from Hemel Hempstead.

14.23 Many housing sites will be allocated through the Site Allocations DPD, and a few in the East Hemel Hempstead Area Action Plan. Site boundaries, the phasing and mix of housing and other uses, and other specific conditions will be set out. Fuller detail on the local allocations will also be given in the Site Allocations DPD.

**POLICY CS17: New Housing**

**An average of 430 net additional dwellings will be provided each year (between 2006 and 2031).**

**The new housing is planned to come forward in phases. Should housing completions fall below 15% of the housing trajectory at any time and review of the deliverability of planned sites indicates that the housing trajectory is unlikely to be recovered over the next 5 years, the Council will take action to increase the supply of deliverable housing sites.**

**Existing housing land and dwellings will normally be retained.**

## Monitoring:

Indicator(s)	Target(s)
Net additional dwellings per year and over the plan period	430 net additional dwellings per year
Land available – for 5 years ahead and 15 years ahead	-
Proportion of homes on greenfield sites	38% or less

## Delivery will be achieved by:

- identifying housing allocations, their planning requirements and expected phasing in the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- preparing masterplans for important sites;
- implementing the Council's Housing Strategy;
- monitoring of development progress in the Annual Monitoring Report;
- working with developers and landowners, and other partners such as the County Council and Registered Providers; and
- using the Council's resources in co-ordination with investment plans of key organisations such as the Homes and Communities Agency.

## Housing Mix

- 14.24 New homes should match the needs of the community in terms of its size, type and affordability. Ideally they should also be adaptable and accessible to all occupiers. Planning for a mix of housing types is very important.
- 14.25 The Strategic Housing market Assessment (SHMA) recognised a need for supported housing for vulnerable groups across south and west Hertfordshire (i.e. London Commuter Belt [West]). With an ageing population, special attention must be given to the needs of elderly people. Hertfordshire County Council (Health and Community Services) aims to provide sufficient support for elderly people to remain in their own homes for as long as possible i.e. through aids and adaptations in the home, and/or support from a careworker/personal assistant. This will affect the overall demand for specialist and sheltered elderly persons' accommodation.
- 14.26 The County Council has indicated that there will be accommodation needs for people in younger age groups, particularly for supported housing (e.g. special needs housing, short term hostels, and individual flats) and for independent living. Specific requirements have been identified for Extra Care (flexicare) housing places, people with learning disabilities and mental health issues, and residential care (mainly private beds). The Council will permit appropriate schemes for new accommodation. It will expect applicants to liaise with the relevant sponsoring and support agencies.
- 14.27 The SHMA's projection of household types to 2021 indicated a requirement for a mix of properties by size and tenure, This varies between tenure with more 3-bed properties being required in market housing, and more 1-bed homes being needed



for social renting. Future housing market assessments and needs surveys will help update and refine information on housing mix.

14.28 The Affordable Housing Supplementary Planning Document (SPD) will provide a broad indication of priorities and will be used to guide decisions on the housing mix. Individual cases will be affected by the mix of affordable housing needed, as well as site and design considerations.

14.29 Housing should be designed to a life-time homes standard, i.e. it is built with accessibility and adaptability in mind. This means that the home should be flexible to the changing needs of the occupiers (be they elderly, disabled or not), and can be adapted at minimal cost and disruption to them. This approach accords with Policy CS29: Sustainable Design and Construction.

14.30 There may be a small role for live-work units, depending on demand. They can provide an opportunity for households to combine home and work within the same premises, and reduce the need to travel for the occupiers. Such units are often attractive to office-based businesses such as media, design, IT and consultancy.

**POLICY CS18: Mix of Housing**

**New housing development will provide a choice of homes. This will comprise:**

- (a) a range of housing types, sizes and tenure;**
- (b) housing for those with special needs; and**
- (c) affordable housing in accordance with Policy CS19.**

**Decisions on the appropriate type of mix of homes within development proposals will be guided by strategic housing market assessments and housing needs surveys, and informed by other housing market intelligence and site-specific considerations.**

**Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Size of new dwellings completed	
Number of dwellings completed	

**Delivery will be achieved by:**

- allocating housing sites and targets for affordable housing through the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- policies in the Development Management DPD;
- guidance in Supplementary Planning Documents, including the Affordable Housing SPD;

- implementing the Council's Housing Strategy; and
- working in partnership with developers, the parish councils, local communities, landowners, developers, the County Council, and Registered Providers.

## **Affordable housing**

14.31 Affordable housing is subsidised. It comprises:

- social rented;
- affordable rented; and
- intermediate housing (shared ownership and intermediate rented).

It excludes all market housing.

14.32 The Strategic Housing Market Assessment estimated that there will be a significant requirement for social rented housing in Dacorum between 2007 and 2021 (3,100 homes) to achieve a balanced housing supply by 2021. This represents nearly 40% of the housing requirement of 7,800 that the SHMA estimated for all homes over the same period. No specific requirement was identified for intermediate housing. There are a large number of residents on the Council's Housing Register and lengthy waiting times for accommodation. The full affordable housing requirement over the plan period (2006-2031) would be around 5,300 homes. While this level of provision is unlikely to be deliverable, the aim should still be to maximise the provision of affordable housing in the borough<sup>26</sup>. A target of 35% is realistic and achievable, when compared with past achievement, economic conditions and costs associated with new building. The level and mix of housing will be updated through housing needs surveys.

14.33 In some areas it will be reasonable to exceed the normal level for affordable housing. Land values vary and so does viability. The opportunity to provide affordable housing is lower outside Hemel Hempstead, because there are fewer sites available. The most should be made of these sites. Supplementary work may well justify higher levels of affordable housing, and this would be specified, normally in the Site Allocations DPD.

14.34 There may also be genuine circumstances where a lower level of affordable housing is appropriate, e.g. because of viability, site characteristics and abnormal costs. This would need to be justified in each case. The viability of a scheme will be tested on the basis of an open book financial appraisal, considering the residual value of the land and the profitability of the scheme.

14.35 Affordable housing should be provided on the application site. However where this is not feasible, off-site provision or a financial contribution will be accepted instead.

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<sup>26</sup> Based on the housing supply information in Table 7, it is estimated that approximately 3,900 affordable homes will be delivered over the plan period.

- 14.36 Intermediate housing is considered to be part of a balanced mix of affordable housing over the plan period and will be sought where it is justified by local circumstances.
- 14.37 Homes will be provided in the villages to enable people who are in housing need to stay locally and maintain their local connections with family and work. This in turn will help support the viability of rural services and amenities. Development opportunities will largely be on sites within and adjacent to the selected small villages identified in the settlement hierarchy. Villages are normally able to absorb modest, well-planned schemes without significant harm to their character or the setting of the countryside.
- 14.38 Detailed guidance on viability, commuted payments, eligibility criteria for the occupation of affordable housing and other matters will be provided in supplementary guidance and advice.

### **POLICY CS19: Affordable Housing**

#### **Affordable homes will be provided:**

- on sites of a minimum size 0.3ha or 10 dwellings (and larger) in Hemel Hempstead; and
- elsewhere on sites of a minimum size of 0.16ha or 5 dwellings (and larger).

**A financial contribution will be sought in lieu of affordable housing on sites which fall below these thresholds.**

**35% of the new dwellings should be affordable homes. Higher levels will be sought on sites which are specified in a development plan document, provided development would be viable and need is evident. 100% of all new homes will be affordable on rural housing sites (Policy CS20).**

**A minimum of 75% of the affordable housing units provided should be for rent.**

#### **Judgements about the level and mix of affordable homes will have regard to:**

- (a) the Council's Housing Strategy and other evidence (see Policy CS18);
- (b) the potential to enlarge the site;
- (c) the overall viability of the scheme and any abnormal costs; and
- (d) more detailed guidance in the Affordable Housing Supplementary Planning Document.

**Arrangements will be made to ensure that the benefit of all affordable housing units will pass from the initial occupiers of the property to successive occupiers.**

## **POLICY CS20: Rural Sites for Affordable Homes**

**Small-scale schemes for local affordable homes will be promoted in and adjoining selected small villages in the countryside (see Policies CS6 and CS7), and exceptionally elsewhere with the support of the local Parish Council.**

**Development will only be permitted if:**

- (a) it meets an identified local need for affordable housing;**
- (b) the housing is for people who have a strong local connection with the village or parish through work, residence or family; and**
- (c) the scheme is of a scale and design that respects the character, setting and form of the village and surrounding countryside.**

**Any site on the edge of a village must represent a logical extension to it.**

### **Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Number of new affordable homes	35% of all new dwellings
Tenure of new affordable homes	A minimum 75% of the affordable units to be for rent
Number of affordable homes delivered through rural housing schemes	-

### **Delivery will be achieved by:**

- allocating housing sites and targets for affordable housing through the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- policies in the Development Management DPD;
- guidance in supplementary documents, including the Affordable Housing SPD which will consider dwelling mix, tenure and the formula for calculating financial contributions;
- implementing the Council's Housing Strategy; and
- working in partnership with developers, the parish councils, local communities, landowners, developers, the County Council, and Registered Providers.

## Travelling Communities

14.39 Three travelling communities live in and visit Dacorum:

- people living in caravans: i.e.
  - Gypsies and Travellers; and
  - travelling showpeople
- people living in boats on the Grand Union Canal.

14.40 Their needs can be met by retaining existing accommodation and providing new sites.

**Table 10: Estimated Requirements for People Living in Caravans**

2006 Stock		2006-2031 Total Increase
<b>Gypsies and Travellers (Residential Pitches)</b>		
Dacorum	36	59
Hertfordshire	244	522
<b>Gypsies and Travellers (Transit Pitches)</b>		
Hertfordshire	15	20
<b>Travelling Showpeople (Plots)</b>		
Hertfordshire	60	48

*Source: Based on the revision to the former Regional Spatial Strategy (July 2009)*

### Gypsies and Travellers

14.41 The need for more, residential pitches is shown in the Gypsy and Traveller Accommodation Assessment for South and West Herts (2005), and more pitches are recommended in the longer term to address natural growth. New pitches will provide a more settled base for Gypsies and Travellers, giving them better access to health and education services, and employment.

14.42 A small number of transit pitches should be provided across Hertfordshire, and local authorities, including Dacorum Council, will work together to determine their distribution.

14.43 The Council intends that the needs of Gypsies and Travellers should be progressively met and that all sites should be located, designed and managed on the basis of fairness, integration and sustainability: i.e.

- (a) fairness to both the Gypsy and Traveller community and the settled community;
- (b) to achieve acceptance by the two communities of each other, social coherence and a wider, shared sense of place and community; and

- (c) proximity to services, social inclusion, protection of heritage and important environmental features and conservation of natural resources.

14.44 The Council will collaborate with other agencies, such as the County Council, Police and community support groups, and site owners/managers to assist the assimilation of residents on new sites with the settled community nearby.

### **Travelling Showpeople**

14.45 Initial provision for travelling showpeople is directed towards Broxbourne and East Herts. The Hertfordshire local authorities will work together to determine the distribution of the longer term growth. There is no identified demand within Dacorum itself, and more opportunity to accommodate plots within other areas of Hertfordshire.

### **Boats**

14.46 Demand for residential and visitor moorings has followed supply. Opportunities for the construction of new residential and visitor mooring basins in the Dacorum section of the canal will be very limited. However through the gradual improvement of online moorings and adjoining facilities in settlements along the canal, more provision will be made for visitors.

#### **CS21: Existing Accommodation for Travelling Communities**

**Existing pitches, plots and mooring basins will be safeguarded from alternative development unless:**

- (a) a satisfactory replacement is provided; or**
- (b) there is no further need for the facility.**

## **CS22: New Accommodation for Gypsies and Travellers**

### **New sites will be:**

- (a) distributed in a dispersed pattern around settlements;**
- (b) located close to facilities;**
- (c) of varying sizes, not normally exceeding a site capacity of 15 pitches;**
- (d) planned to allow for part occupation initially, allowing subsequent growth to full site capacity; and**
- (e) designed to a high standard with:**
  - (i) an open frontage similar to other forms of housing; and**
  - (ii) landscaping or other physical features to provide an appropriate setting and relationship to existing residential areas.**

**Priority will be given to the provision of sites which are defined on the Proposals Map. If other proposals come forward, they will be judged on the basis of the need for that provision.**

### **Any new transit pitches should also:**

- (a) achieve good access to the M1 or A41 main roads; and**
- (b) minimise potential disturbance to adjoining occupiers.**

### **Monitoring:**

<b>Indicators</b>	<b>Targets</b>
Number of new pitches (net)	59
Number of new plots (net)	0

### **Delivery will be achieved:**

#### *For Gypsies and Travellers and Travelling Showpeople:*

- by the identification of sites in the Site Allocations DPD;
- by provision of sites through multi-agency partnership (including the Dacorum Partnership), and through the Council's Housing Strategy and take up of available Government grants; and
- by private owners, Registered Providers or a local authority managing sites [relevant Government advice applying to design and management].

#### *For Canal Moorings:*

- by development management and collaboration with British Waterways.

## 15. Meeting Community Needs

### Delivering community services and facilities

- 15.1 The fundamental day-to-day living needs and the well-being of society are dependent on having the appropriate social infrastructure (Figure 14) to deliver the required social and community services and facilities.

**Figure 14 Social infrastructure**

**Social infrastructure includes:**

- early years education to further education;
- primary and secondary health care;
- open space, outdoor leisure and indoor sports facilities;
- libraries;
- community buildings and facilities for childcare, community care, general welfare, worship, social contact, culture, leisure and civic duties;
- specialist facilities such as prisons;
- job centre and related facilities; and
- cemeteries and emergency services and related facilities such as fire hydrants.

- 15.2 The Dacorum Sustainable Community Strategy and the local planning system both aspire to promote and improve community well-being and help to provide the mechanisms to deliver the social infrastructure needed. The Council also aims to help agencies who provide social infrastructure to supply the right facilities in the right place.
- 15.3 Collaborative working, consultation and a variety of technical studies have helped to understand the opportunities and issues concerning social infrastructure. The Infrastructure Delivery Plan has reviewed the existing social infrastructure in the borough and established future requirements of a growing population to 2031. Through consultation with infrastructure providers, the work established where the demands for certain services and facilities are not being met and where there are oversupply issues. Infrastructure providers' future service plans and requirements arising from projected population levels give a schedule of infrastructure requirements to 2031.
- 15.4 For the purposes of the Core Strategy, local communities were consulted at 'Place Shaping' workshops to help identify for social infrastructure or social services and facilities requirements around the borough. The workshops also helped to prioritise needs and helped to develop strategies for different places (see sections 20-27).



## **Education**

- 15.5 A collaborative partnership has been established between the Council and Hertfordshire County Council departments to develop a comprehensive plan for school places to 2031.
- 15.6 The work considered the need for more nursery, primary, secondary and higher education places and educational facilities for children and young people in the borough, as a result of a recent birth rate forecast. It has also considered the additional demand from housing growth in the borough, together with recent population forecasts.
- 15.7 As a result, Hertfordshire County Council have identified key educational constraints and threshold issues in the county and reassessed the method used to calculate school places in growth areas. Further work is underway. This will reconsider the future of the primary schools closed as part of the Hertfordshire County Council Primary School Review in 2007. It is expected that the affected primary schools (Jupiter Drive, Barncroft and Martindale) will either be reopened when the need arises, redeveloped to deliver new social and community facilities, or redeveloped for housing purposes. Two 'Education Zones' for new school provision have been identified on the edge of Berkhamsted. These are illustrated on the vision diagram (Figure 22) for the Berkhamsted Place Strategy (section 21).
- 15.8 The Councils have also identified the need to accommodate additional nursery, primary, middle and secondary school places on existing school sites; the need for a number of new primary schools; and the need for a larger replacement college to serve both young people and adults within the borough.
- 15.9 The Borough Council will also be working with Hertfordshire County Council on their investment programme to refurbish and remodel a number of existing secondary schools and secondary age special schools.
- 15.10 The private sector also has a strong presence in the borough and plays an important role in providing independent school places.

## **Health**

- 15.11 The Council has been working with the local Primary Care Trust (PCT) NHS Hertfordshire to identify existing issues with primary and secondary health care services. The PCT is currently responsible for improving the health of local people and delivering primary care services, such as services provided by GPs, community nurses, health visitors or school health advisors. The PCT also arranges healthcare for people in hospitals, care homes, clinics, community settings and in the patient's home. Government healthcare reforms will lead to the abolition of PCTs, with the majority of their functions transferred to GPs through fund-holding surgeries by 2012.
- 15.12 The PCT and West Hertfordshire Hospital NHS Trust have recently delivered a new 24/7 Urgent Care Centre and a new GP-led health centre in 2009, as part of a programme of works at Hemel Hempstead hospital site combined with the centralisation of acute facilities to Watford Hospital. This redevelopment programme will deliver a new local general hospital on the existing hospital grounds on a

reduced footprint. The remaining part of the site will accommodate new homes and a primary school together with improvements to pedestrian, highway and green links with the town centre and the wider area.

- 15.13 Further collaborative working with the PCT has helped to produce the 'Investment Asset Management Strategy' for Dacorum. This summarises where the primary and secondary health service issues are likely to be in the borough and where new facilities are required. It also examines the quality of health service buildings in Dacorum (excluding the hospital) and explains how the provision of health services is calculated. With this information, the Council has established a need for suitable practise buildings and delivering new practises near to areas of housing growth.

## **Community**

- 15.14 The 'Place Shaping' workshops around the borough identified a need to improve existing facilities and consider further provision of community services and facilities. These facilities were primarily for young people and the elderly, with the requirement for new large community centres/halls, cultural centres, space for local faith groups, and more open space. Specific needs are identified in the Place Strategies.
- 15.15 As well as considering opportunities to help improve and rectify these issues, the Council is beginning a programme of refurbishing many of the local centres in Hemel Hempstead. Improvements will be carried out as part of the neighbourhood centres regeneration programme and will include soft landscaping.
- 15.16 In addition to these issues, wherever new housing growth is planned there will be a need to expand existing social infrastructure or provide new services and facilities. New development will be expected to contribute towards these needs. For larger-scale development this could include the provision of a new local centre.
- 15.17 Another fundamental community service the Council will be expanding is its provision of cemetery space in Hemel Hempstead. A suitable location will be identified through the Site Allocation DPD.

## **Delivering leisure and cultural facilities**

### **Leisure**

- 15.18 Other than the important open space available for informal sport and recreation (section 16), the borough also contains a variety of leisure space, including public and private outdoor sports facilities for children and young people, allotments and parks and gardens. Deficiencies in leisure space in the borough have however been identified<sup>27</sup>.
- 15.19 In 2009, a working group was established to help ensure the borough had sufficient quality and distribution of leisure facilities and makes best use of them. The working group included a number of representatives from the Council, the Dacorum Sports Trust, Sport England, Hertfordshire County Council, PCT, and Dacorum Sports

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<sup>27</sup> Open Space Study, 2008

Schools Partnership. Their work helped develop the Facilities Improvements Strategy<sup>28</sup>. The strategy examined the idea of a new sports facility in Hemel Hempstead as part of a strategic approach to the development and provision of leisure facilities, at the same time as targeting areas suffering from higher than average obesity levels.

15.20 Whilst the Facilities Improvements Strategy provides a good basis for improvements and new opportunities for leisure, the Council will need to use existing land and buildings to rectify the deficiencies in leisure space and help respond to changing recreational and leisure demands. Land already identified as existing open space and leisure space will be protected and enhanced. Other opportunities, such as the new sports facility for the town will be supported, to help deliver new sport and recreational facilities.

15.21 The County Council's schools improvement programme will also support this ethos by delivering additional public sports facilities on the basis that they can be shared with other users. Opportunities for other dual use facilities will also be supported.

### **Cultural Facilities**

15.22 The borough's cultural facilities in a place are strongly linked to the leisure tourism sector (see section 11). The facilities on offer in Dacorum include arts and entertainment facilities, buildings and facilities for community events, built heritage and natural landscape, and important open space and leisure space, like the Chiltern Beechwoods and the Grand Union Canal. Culture is also delivered by individuals, community groups, arts organisations, sports teams and creative entrepreneurs who embed culture in the daily life of the borough.

15.23 There are a wide range of benefits in providing and promoting a variety of cultural activities and facilities. These include:

- creating a rich, vibrant and diverse mix of uses which can act as a catalyst for regeneration in town centres;
- encouraging a sense of personal well-being, pleasure and enjoyment;
- enriching the quality of life of the community and visitors to the borough;
- generating tourism and creative industries which can contribute to the local economy;
- conserving the cultural and historic heritage;
- improving mental and physical health of residents;
- providing many and varied social benefits through the development of work and projects with local community organisations and with groups at risk of exclusion;
- supporting citizenship and community identity and safer and stronger communities; and
- providing an opportunity to build on Dacorum's cultural diversity.

15.24 The regeneration of Hemel Hempstead town centre is a springboard for the delivery of further cultural and tourist facilities. Its key ambitions include the provision of a

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<sup>28</sup> Facilities Improvements Strategy, 2010

new library, community facilities, additional open space and improvements to the accessibility of existing green space and the River Gade (see section 20). These will benefit the local communities and visitors alike.

15.25 New opportunities for heritage, arts and cultural businesses and links between local schools and communities will also be supported, particularly as part of mixed use developments and regeneration schemes.

**Policy CS23: Social Infrastructure**

**Social infrastructure, providing services and facilities to the community, will be encouraged.**

**New infrastructure will:**

- (a) be located to aid accessibility; and**
- (b) provide for the multifunctional use of space.**

**The dual use of new and existing facilities will be promoted.**

**The provision of new school facilities will be supported on Open Land and in defined zones in the Green Belt. Zones will be defined in the Green Belt where there is clear evidence of need: the effect of new building and activity on the countryside must, however, be minimised.**

**Existing social infrastructure will be protected unless appropriate alternative provision is made, or satisfactory evidence is provided to prove the facility is no longer viable. The re-use of a building for an alternative social or community service or facility is preferred.**

**All new development will be expected to contribute towards the provision of social infrastructure. For larger developments this may include land and/or buildings.**

**Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Net increase in the forms of entry provided at First and Primary schools	-
New health facilities delivered	-
Net loss of existing services or facilities	-
Increase in the area of leisure space	
Retention of social and community facilities	No net loss of floorspace

**Delivery will be achieved by:**

- identification of infrastructure and planning requirements through the Site Allocation DPD;
- the Development Management DPD;
- masterplans for strategic sites;
- application of the Planning Obligations SPD;
- partnership working with infrastructure providers including the Children Schools and Families (CSF) and Property Services at the County Council, health agencies, the Sports Trust and Sport England, and the voluntary sector;
- implementation of the Facilities Improvement Strategy (FIS); and
- implementation and monitoring of the Infrastructure Delivery Plan (IDP).



# Looking After the Environment





# Looking After the Environment

## Strategic Objectives

- To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment.
- To promote the use of renewable resources, protect natural resources and reduce waste.
- To protect people and property from flooding.
- To minimise the effects of pollution on people and the environment.

## 16. Enhancing the Natural Environment

16.1 The borough's landscape, its appearance, its economy, its habitats and its heritage are a valued asset. The protection and enhancement of its natural environment through prudent investment and careful management is a key local priority.

### Protecting and Improving the Landscape

16.2 The majority of Dacorum is within the Chilterns National Landscape Area.<sup>29</sup> Whilst the character of south eastern section has been eroded through 20<sup>th</sup> century development, much of the remainder is protected by its designation as an Area of Outstanding Natural Beauty (AONB).

16.3 The Chilterns Area of Outstanding Natural Beauty (AONB) is one of the borough's most important landscape assets. It was designated for the natural beauty of its landscape and its natural and cultural heritage. Its special qualities include the steep chalk escarpment with areas of flower-rich downland, woodland, commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment. Its conservation and enhancement is a national priority that will be reflected locally. The Chilterns Conservation Board has a statutory duty to produce a Management Plan, supported by a Delivery Plan. This identifies the management issues faced and provides policies and actions to guide the work of all those who care for the AONB.

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<sup>29</sup> The Character of England's Landscape, Wildlife and Cultural Features Map, 2005, Countryside Agency (now part of Natural England)

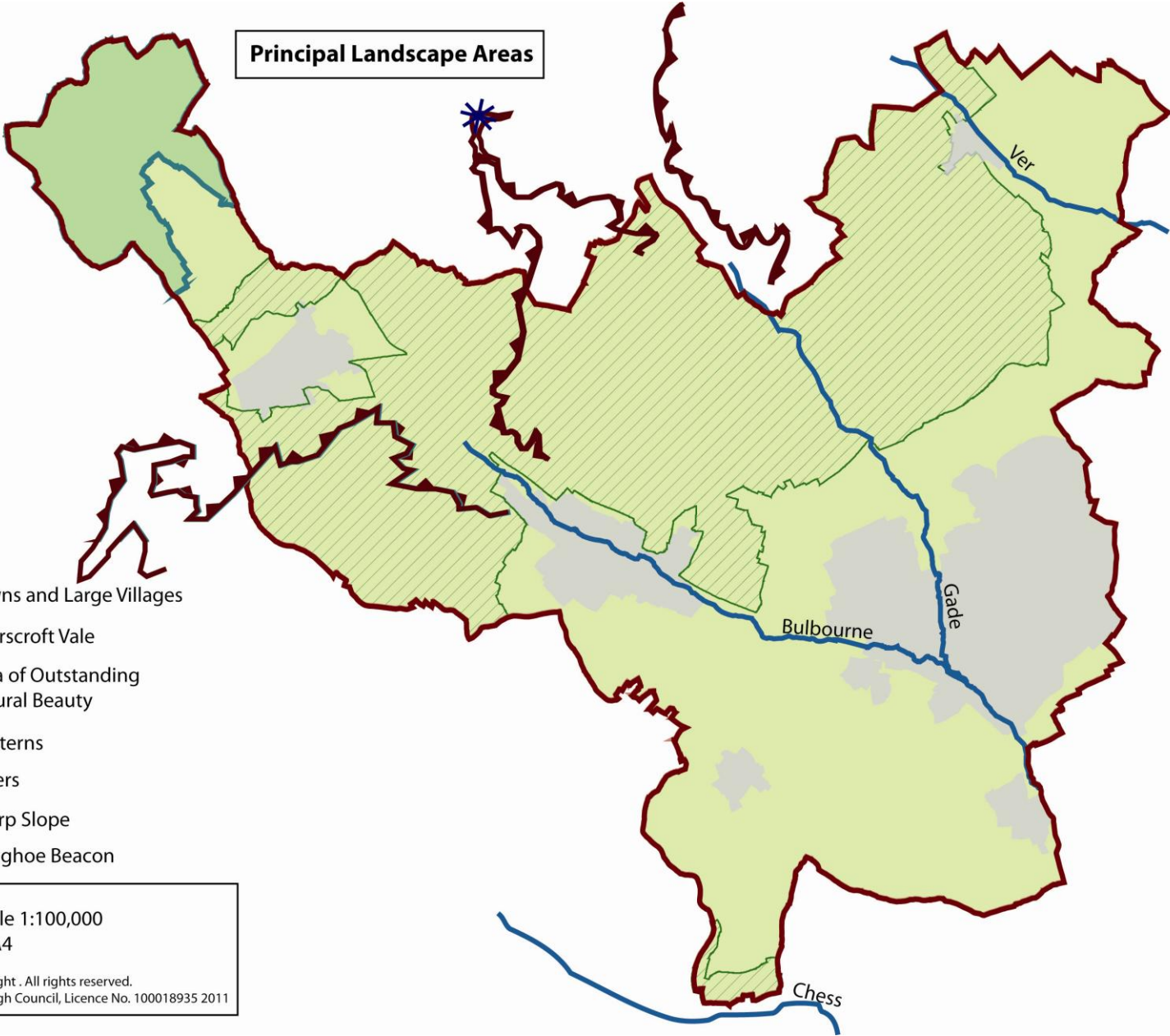
Principal Landscape Areas

**Key**

- Towns and Large Villages
- Boarscroft Vale
- Area of Outstanding Natural Beauty
- Chilterns
- Rivers
- Scarp Slope
- Ivinghoe Beacon

Scale 1:100,000  
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- 16.4 The north western tip of the borough forms part of the Bedfordshire and Cambridgeshire Claylands – an area known locally as Boarscroft Vale. These key landscape types are illustrated on Map 2.
- 16.5 A more detailed landscape assessment for Dacorum divides the borough’s countryside into 30 different landscape character areas. The assessment covers physical influences such as geology and topography, vegetation and wildlife, as well as historical and cultural influences such as the field pattern and settlement form. The character of some areas includes their relative tranquillity and quietness. For each character area, management guidelines have been drawn up based on a condition and sensitivity analysis. Development proposals will be expected to adhere to the guidelines, conserving, restoring or improving the landscape as appropriate. This action will support the prudent management of land and water resources, and benefit ecology.
- 16.6 The borough has extensive areas of surviving high quality historic landscapes. The variety is extremely high, with three of particular rarity in the borough<sup>30</sup>:
1. coaxial field systems (particularly around Gaddesden Row);
  2. Iron age mining and settlements (beneath the woodlands at Ashridge);  
and
  3. deserted Medieval landscapes (Boarscroft Vale).

Some areas, such as the National Trust’s Ashridge Estate are exceptionally well-preserved. Others, such as the vale of Aylesbury and Chiltern dip-slope areas, although altered, still contain many elements of surviving past landscapes of prehistoric Roman, medieval and post-medieval date. There are a large number of commons and parks and gardens of historic interest. Ashridge, Tring Park, Markyatecell Park and the Jellicoe Water Gardens in Hemel Hempstead town centre are listed on the Register of Historic Parks and Gardens. Unregistered parks and gardens are considered to be of significant local interest.

- 16.7 The Hertfordshire Historic Environment Record provides up-to-date information on all of the county’s historic buildings, archaeological remains and historic sites, together with surveys, reports and aerial photographs to help identify both their physical scale and relative importance.

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<sup>30</sup> The Hertfordshire Historic Landscape Character Assessment, which zones land according to its historic character and the likelihood that a particular area will contain historic landscape features – County Council

16.8 The approach to conserving the area's built historic heritage is set out in more detail in section 17.

## **Green Infrastructure**

16.9 'Green Infrastructure' sits within the urban and rural landscape. It is a network of protected sites, nature reserves, habitats, green spaces, waterways and green linkages that crosses the whole area.

16.10 It brings a range of benefits: acting as natural 'air conditioning,' assisting with pollution control and flood management, improving the health and well-being of residents by providing space for leisure activities, reinforcing the character and identity of places, helping support renewable energy production, as well as having a positive impact upon social interaction and property prices.

16.11 Green infrastructure provides a setting for the borough's towns and villages, threading through and connecting them to the wider countryside. It contributes to the character of the area, helping to give Dacorum its strong sense of place and high quality environment, and is particularly important on the urban fringe, where it helps to soften the transition between urban and rural landscapes.

16.12 As a 'life support system' for both people and the wider environment it is vital that the quality and integrity of the borough's green infrastructure network is maintained and improved at all spatial scales, from sustainably designed buildings and gardens and trees, to wildlife corridors, open land within settlements and to the wider pattern of habitats and open space that feature throughout the countryside.

16.13 The high level green infrastructure network for Dacorum (Map 3) includes key landscape features, strategic wildlife corridors and areas of high biodiversity - resources which should be cherished, protected, enhanced and extended. They provide the context for local detailing and finer grained networks, in particular:

- the more detailed borough-wide Green Infrastructure Strategy; and
- the settlement strategies in Chapters 20-26.

16.14 The Green Infrastructure Strategy and associated Action Plan will show habitat management zones for chalk grassland, woodland and farmland and their connection with the key biodiversity areas. It will contain policies for conserving and extending the network. Key projects will focus on enhancement of the river valleys and associated wetlands, enhancement of the Grand Union Canal, enhancement of the Tring Park, Aldbury Nowers and Ashridge areas, links to commons and rural villages and the enhancement and better use of spaces in Hemel Hempstead. It will

also raise understanding and awareness of the green infrastructure network in the borough and outside, and will inform the Infrastructure Delivery Plan.

16.15 The vision diagram for each settlement identifies local wildlife corridors and areas of open land that are of particular importance to that town or large village, and which should be protected from development.

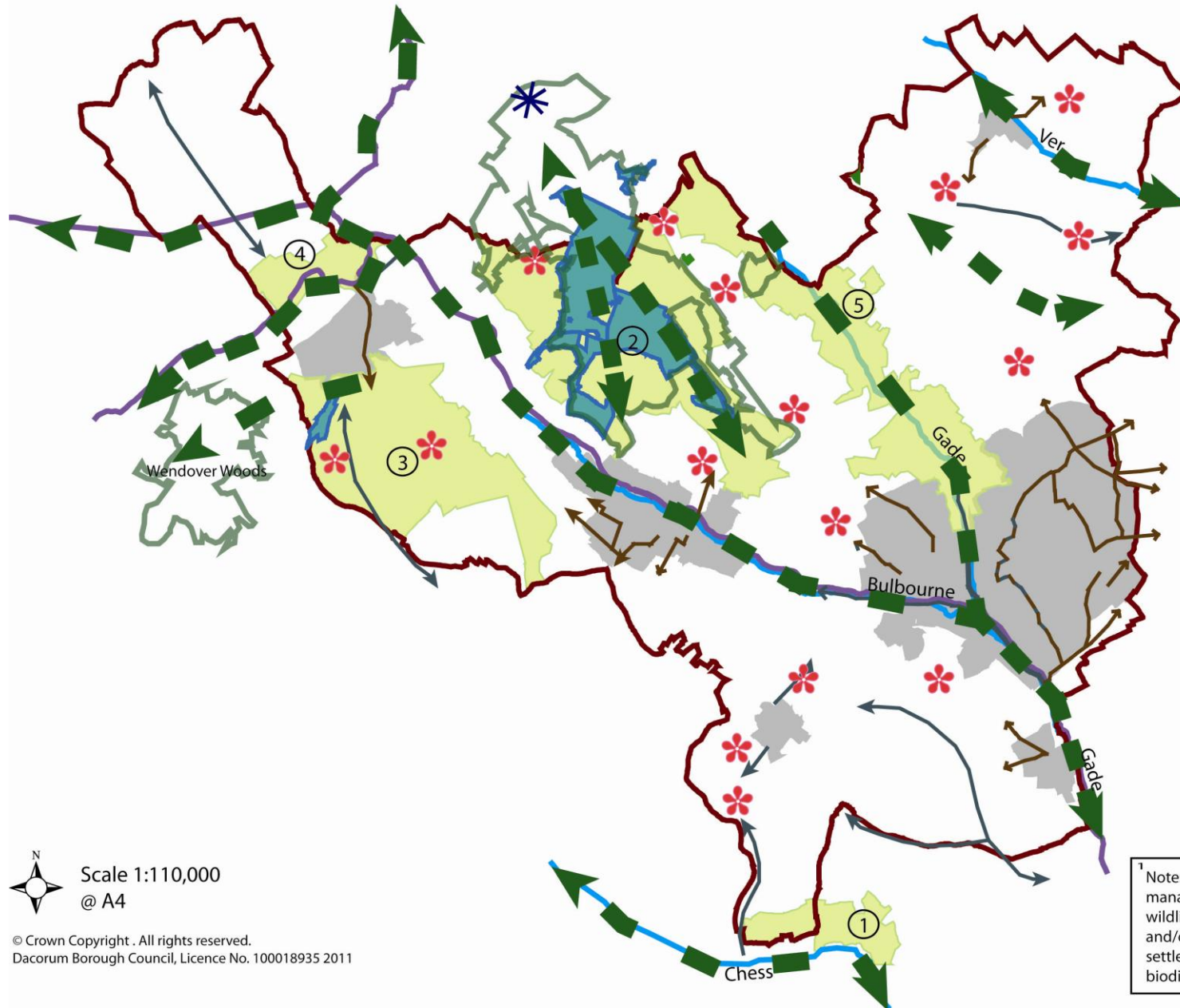
16.16 Policy on green infrastructure derives from a number of studies and strategies<sup>31</sup>. The overall aim is to ensure that environmental assets are protected and enhanced, that opportunities are found to extend and link them together, and that access is provided.

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<sup>3</sup> The Urban Nature Conservation Study, the Hertfordshire Biodiversity Action Plan, the Green Space Strategy, Appropriate Assessment, Open Space Study and Dacorum Green Infrastructure Plan.

# High Level Green Infrastructure Network

Map 3



- Key**
- Borough Boundary
  - Towns and Large Villages
  - Strategic Open Spaces
  - Ivinghoe Beacon
  - Special Area of Conservation (Chiltern Beechwoods)
  - Strategic Wildlife Corridors
  - Selected Local Wildlife Corridors:
    - Countryside
    - Urban
  - Wendover Woods
  - Grand Union Canal
  - River
  - Key Biodiversity Areas
  - ① River Chess Valley (wetlands, grasslands)
  - ② Ashridge/Berkhamsted Common/ Aldbury Nowers (beech woodland, heath, chalk grassland)
  - ③ Tring Park/ High Scrubs (beech woodland, chalk grassland)
  - ④ Tring Reservoirs (wetland)
  - ⑤ Upper Gade Valley (mosaic of wetlands, grassland and woodland)
  - Area of Biodiversity Opportunity<sup>1</sup>

Scale 1:110,000  
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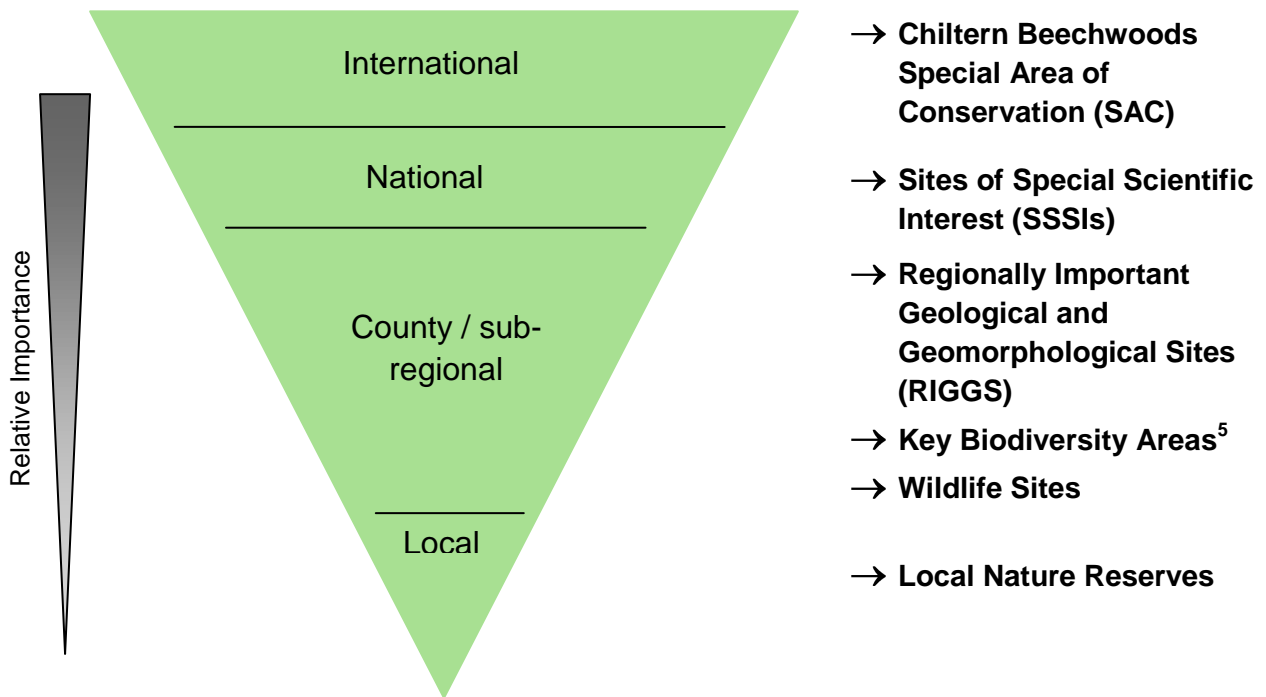
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<sup>1</sup> Note: These are locations where investment and management could secure significant habitat and wildlife benefits. Investment would consolidate and/or link key biodiversity areas, improve links to settlements and provide a new habitat resource in biodiversity deficient areas.

## Biodiversity and Geological Conservation

16.17 Biodiversity and geological resources are a key component of green infrastructure. Their protection varies according to their relative importance (see Figure 15), the highest being international importance.

**Figure 15: Biodiversity and Geology Designations**



16.18 The Habitat Survey for Dacorum<sup>32</sup> identified over 200 Wildlife Sites, some of which overlap with higher designations. This list is updated annually by the Hertfordshire Wildlife Sites Partnership, when new sites are identified or existing sites lose their nature conservation value.

16.19 Not all areas of importance to biodiversity are protected by formal designations. Features such as the Grand Union Canal, river valleys, chalk streams, areas of ancient semi-natural woodland, orchards, nature reserves, important trees and hedges and other local green spaces within towns and villages are collectively very significant and need protection. Opportunities will be taken to create new greenspace, designate new Local Nature Reserves (LNRs) to meet the local accessibility standards set by Natural England and support countryside management initiatives. Management of the water resource and restoration of seasonal flows in the chalk streams will be critical.

<sup>4</sup> Hertfordshire Habitats Survey and Reports, 1994-1998, Herts and Middlesex Wildlife Trust and the Hertfordshire Biological Records Centre.

- 16.20 The increasing fragmentation of habitats will be addressed. Many areas have become isolated 'islands,' increasingly vulnerable to extreme weather conditions, disease and climate change. Habitat fragmentation is greatest in the southern and eastern parts of the borough.
- 16.21 Key Biodiversity Areas<sup>33</sup> are identified on Map 3. They contain particularly high concentrations of either woodland, wetland, grassland or a broader mosaic of habitats and have the greatest potential for joining fragments of habitats and creating, restoring and managing large areas of quality habitat.
- 16.22 The Sustainability Offset Fund (Policy CS30) will help provide additional tree and woodland planting, to extend and supplement existing green corridors and to reinforce existing landscape belts. The biodiversity value of new landscaping and open space will be increased through careful design and the use of appropriate native species.
- 16.23 The Hertfordshire Biodiversity Action Plan sets targets for biodiversity within the County and the Chilterns Conservation Board's Management Plan includes biodiversity targets that specifically relate to land within the Chilterns Area of Outstanding Natural Beauty. The Council supports the monitoring of these targets and will promote the sharing of monitoring information.
- 16.24 Geological conservation has been less researched. The two Regionally Important Geological and Geomorphological (RIGGs) sites within the borough - pingos on Boxmoor and puddingstone boulders at Castle Hill, Berkhamsted – will be added to in the light of further information.

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<sup>33</sup> Defined by the Herts and Middlesex Wildlife Trust and included within the Hertfordshire Biodiversity Action Plan.



**Policy CS24: The Chilterns Area of Outstanding Natural Beauty**

**The special qualities of the Chilterns Area of Outstanding Natural Beauty will be conserved.**

**The scarp slope will be protected from development that would have a negative impact upon its skyline.**

**Development will have regard to the policies and actions set out in the Chilterns Conservation Board's Management Plan and support the principles set out within the Chilterns Buildings Design Guide and associated technical notes.**

**Policy CS25: Landscape Character**

**All development will help conserve and enhance Dacorum's natural and historic landscape.**

**Proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition and take full account of the Dacorum Landscape Character Assessment, Historic Landscape Characterisation and advice contained within the Hertfordshire Historic Environment Record.**

## **Policy CS26: Green Infrastructure**

**The Green Infrastructure Network will be protected, extended and enhanced. Habitat management zones, projects and more detailed policies will be set out in a Supplementary Planning Document and related Action Plan(s).**

**National and local Biodiversity Action Plans will be supported. Designated sites will be protected and opportunities taken to link them with the wider Green Infrastructure Network.**

**Development and management action will contribute towards:**

- **the conservation and restoration of habitats and species;**
- **the strengthening of biodiversity corridors;**
- **the creation of better public access and links through green space; and**
- **a greater range of uses in urban green spaces.**

**Open spaces will be managed in accordance with the Council's Green Space Strategy.**

### **Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Change in areas of recognised wildlife habitat importance	No net loss
Management of designated Wildlife Sites	Increase the proportion of local sites where positive conservation management has been, or is being, implemented
Loss of designated Open Land	0 hectares
Development within the Chilterns Area of Outstanding Natural Beauty.	-

### **Delivery will be achieved through planning and land management, by:**

- identification of development sites and their requirements within the Site Allocations DPD and East Hemel Hempstead AAP;
- the Development Management DPD and supplementary planning documents;
- the use of the Landscape Character Assessments (including historic characterisation);
- implementation of the Green Infrastructure and Green Space Strategies and Biodiversity Action Plan objectives;

- adherence to the Chilterns Building Design Guide and associated technical notes;
- implementation of the Management Plan for the Chilterns Area of Outstanding Natural Beauty and associated guidance;
- partnership working with national and local conservation organisations such as the Chilterns Conservation Board, Herts and Middlesex Wildlife Trust, Hertfordshire Biological Records Centre and the Hertfordshire Countryside Management Service;
- supporting measures which develop sound food and woodland economies and help maintain the countryside (e.g. farmers markets);
- encouraging the take up of agri-environment grants through partners; and
- implementation and monitoring of the Infrastructure Delivery Plan (IDP).



## 17. Conserving the Historic Environment

- 17.1 The borough's historic environment is diverse. It includes the market towns of Berkhamsted and Tring, the planned urban form of Hemel Hempstead New Town, villages and hamlets, the remains of Roman villas and settlement, the motte and bailey castle at Berkhamsted, historic parks and gardens (for example at Ashridge and Markyate Cell), Grim's Ditch, the Grand Union Canal and historic landscapes (see paragraph 16.6).
- 17.2 There are national and local designations to protect the historic environment, but there are also undesignated heritage assets which merit conservation. National designations comprise listed buildings, scheduled ancient monuments and registered parks and gardens. Local designations comprise conservation areas, locally listed buildings and areas of archaeological significance. Undesignated heritage assets include historic buildings, gardens, townscape and landscape, and areas of potential archaeological interest.
- 17.3 Historic features add tradition, continuity and character to a place, as well as being an asset for the economy, the environment and the wider community. People gain enjoyment from visiting memorable places. There are education and community benefits from rediscovering our heritage and crafts, like the heritage of the paper making industry in Apsley. There are significant benefits to the environment through the reuse of historic buildings. The promotion of cultural heritage and tourism, associated with historic places, is a driver of economic development. Higher land values are invariably linked with such design excellence.
- 17.4 The quality of the historic environment is sensitive to change from development and people and even the climate. Changes in economic and social conditions, as well as technological developments, can also mean that the original purpose for which the buildings were designed is outdated and adaptation may be needed. Increasing economic pressures have also resulted in higher numbers of buildings becoming 'redundant.' This is often the case with agricultural and industrial buildings, places of worship and public houses, with a trend towards seeking higher value alternative uses such as housing. Climate change has resulted in more incidents of high winds and heavy rainfall which can have a detrimental impact on the fabric of buildings. Renewable energy installations can also affect the appearance of a building and its setting.
- 17.5 High quality design and proper maintenance can prevent the loss of original character in buildings. Conservation of buildings to alternative uses can extend the life of buildings and is preferable to demolition. Infilling and replacement with new

characterless buildings and public realm should be avoided. This applies to both designated and undesignated historic assets.

17.6 The Council needs to re-evaluate its historic assets. This is a continual process and includes a programme of Conservation Area Appraisals and a Heritage at Risk Review.

17.7 Conservation Area Appraisals will analyse the character and appearance of each Conservation Area and identify any negative features or issues that could be addressed through development. Boundaries of Conservation Areas will be reviewed. The 'Heritage at Risk' review will identify vulnerable historic assets: the Council will act to ensure their protection, using enforcement action, Article 4 Directions, building preservation and urgent work notices, spot listing and applications for funding.

**Policy CS27: Quality of the Historic Environment**

**All development will favour the conservation of historic assets.**

**The integrity, setting and distinctiveness of designated and undesignated heritage assets will be protected, conserved and if appropriate enhanced.**

**Development will positively conserve and enhance the appearance and character of conservation areas. Negative features and problems identified in conservation area appraisals will be ameliorated or removed.**

**Features of known or potential archaeological interest will be surveyed, recorded and wherever possible retained.**

**Supplementary planning documents will provide further guidance.**

**Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Number of listed buildings	-
Number of buildings on the local list	-
Proportion of conservation areas with up-to-date appraisals	100%
Number of buildings on the at risk register	0 buildings lost

**Delivery will be achieved by:**

- the Development Management DPD;
- having regard to Conservation Area Appraisals;
- developing the Historic Environment SPD;
- developing the Urban Design SPD;
- partnership working with the Archaeology team at the County Council; and
- reviewing and maintaining inventories of historic assets.





## 18. Using Resources Efficiently

18.1 In providing for new homes, jobs and infrastructure, local planning policies can help shape and design places with lower carbon emissions and renewable energy technologies, which are ‘future-proofed’<sup>34</sup> from the effects of climate change. ‘Future proofing’ development includes: minimising the use of natural resources; reducing water run-off from hard surfaces and managing flood risk areas; generating less waste from development; and managing pollution. The benefits of reducing carbon emissions, and mitigating against and adapting the built environment for climate change include:

- reduced heating and electricity bills due to better insulation and efficient appliances;
- less reliance on fossil fuels;
- support for the local economy by increased use of locally sourced sustainable materials;
- reduced water consumption;
- ‘greening’ the built environment by biodiversity enhancements;
- reduced ‘heat stress’<sup>35</sup> in urban environments; and
- an improved quality of life and feeling of well-being.

18.2 Key legislative and statutory directives aim to reduce CO<sub>2</sub> emissions globally by at least 50% by 2050. In the UK, this is being driven by the Climate Change Act (2008), which has committed the Government to reducing CO<sub>2</sub> emissions by 26% by 2020, and an 80% reduction in all greenhouse gas emissions by 2050 (both from a 1990 baseline).

18.3 Apart from national mandatory standards, currently provided by the Code for Sustainable Homes, there will be similar mandatory standards for all other building types. Further changes are also expected to update the evolving national policy context, including amendments to Building Regulations to further tighten standards.

18.4 The Council’s approach is to encourage new development to be located and designed to optimise its carbon performance and support the supply of decentralised, renewable and low carbon energy sources. The Regional Spatial Strategy sets a target of generating 10% of the region’s energy from renewable sources by 2010 and 17% by 2020 (excluding offshore wind). To help cut water

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<sup>34</sup> ‘future-proofed’ – protecting for the future

<sup>35</sup> ‘heat stress’ - an increase in air temperature from the absorption and retention of heat by hard and dark surfaces in urban environments

consumption from 150 litres per person per day, it also sets targets for a 25% reduction in new development and 8% in existing development on 2006 rates.

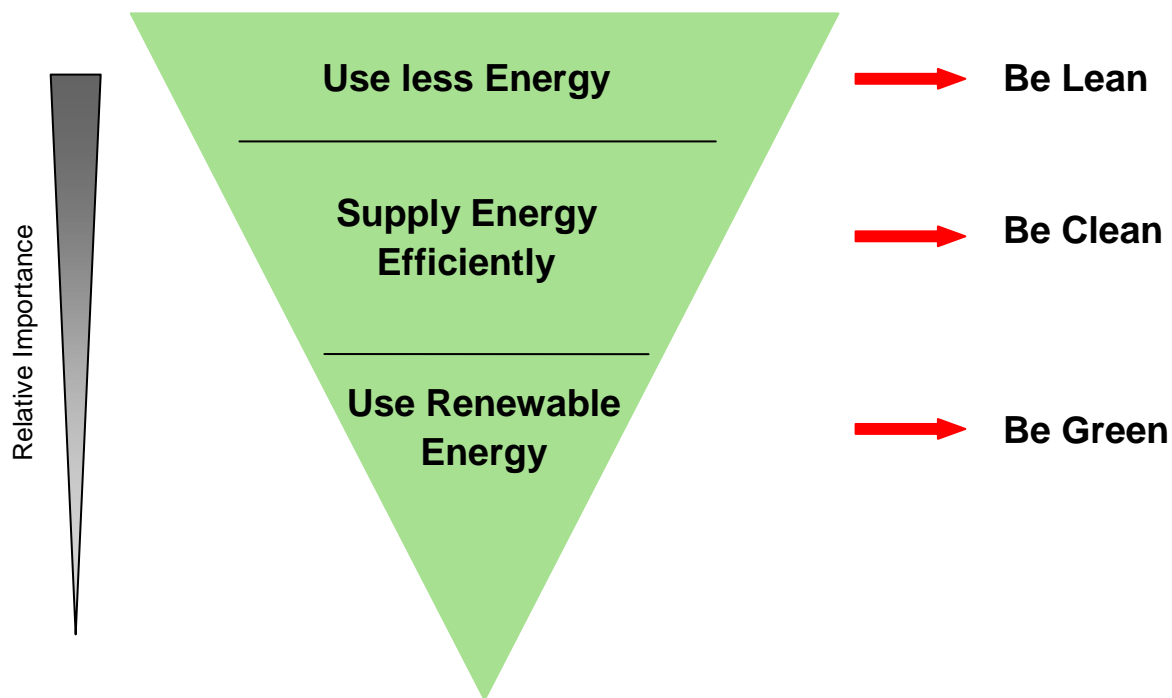
- 18.5 In support of national and regional guidance and targets, the Hertfordshire Climate Change Partnership (HCCP) was set up to bring together the County's key organisations. HCCP has also been made responsible for the delivery of the Hertfordshire Local Area Agreement which commits to a 9.1% cut in CO<sub>2</sub> emissions (from a 2005 baseline) by 2011.
- 18.6 The Council signed the Nottingham Declaration on Climate Change in 2007, and tackling climate change is a key priority of the Dacorum Sustainable Community Strategy.
- 18.7 The current energy performance of the borough has shown that there is a need to make improvements to domestic energy consumption, the existing housing stock, new development, and renewable and decentralised energy for the built environment.
- 18.8 The borough currently shows very good performance on the reduction of domestic energy consumption. Over the 10 years from 1996, consumption has fallen by more than 20%, in line with targets. This has been achieved mainly through relatively cheap insulation and efficiency measures but it is estimated that more expensive measures will be needed from around 2015 onwards in order to maintain momentum. The borough has below South East region average annual per head domestic energy consumption - gas consumption is 10% lower and electricity 13% lower (Low and Zero Carbon Study 2010). Consumption is also below most other regional averages in the country.
- 18.9 Even though nearly 30% of carbon emissions arise from energy use in our homes, there are very few examples of private development in the borough that have been built to reduce these emissions through higher energy efficient standards above 2006 Building Regulations Part L, such as the Code for Sustainable Homes or BREEAM<sup>36</sup>.
- 18.10 There are also no significant examples of renewable energy generation in the borough, apart from a few small-scale wind turbines generating only a small amount of electricity.
- 18.11 The approach to renewable energy will be guided by the Energy Hierarchy (Figure 16). This expects carbon emission reductions to be delivered primarily through energy efficiency performance improvements to the building fabric, ensuring that

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<sup>36</sup> BREEAM - [www.breeam.org/](http://www.breeam.org/)

carbon emissions reductions are 'future-proofed' for the life of the development. This will include improving the air-tightness of the building before resorting to renewable energy technologies, in order to meet the requirements for carbon emission reductions set out in Policy CS28.

**Figure 16: Energy Hierarchy**



## Renewable Energy

18.12 A 'Low and Zero Carbon Study'<sup>37</sup> has been undertaken at a county-wide level and includes maps of existing CO<sub>2</sub> emissions, and higher levels of electricity and heat demands in the borough. The maps demonstrate that areas of high energy demand and related CO<sub>2</sub> emissions from existing buildings are concentrated in the higher density areas of major settlements.

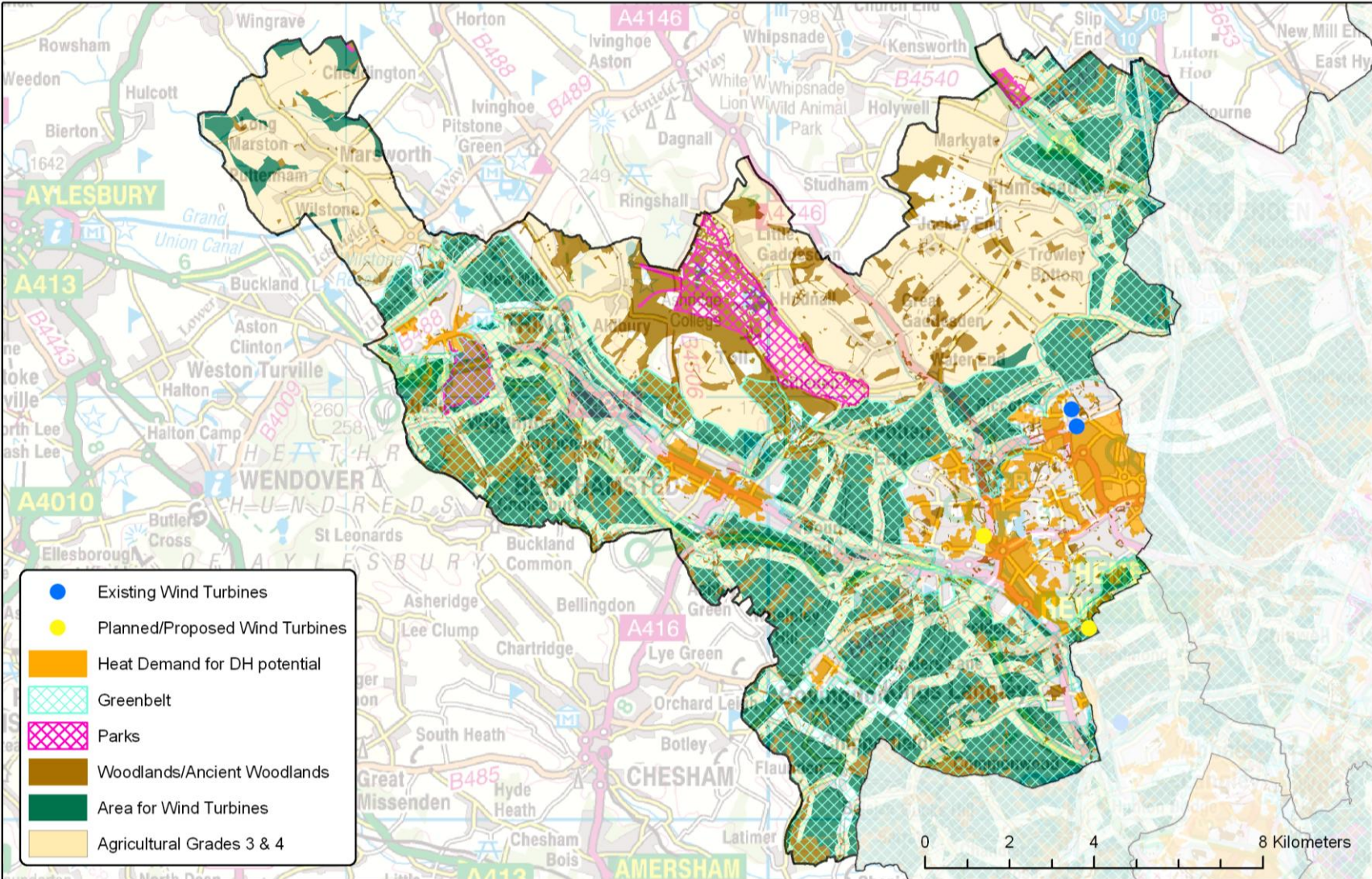
18.13 The Energy Opportunities Plan (Map 4) in the study demonstrates the opportunities and constraints for decentralised energy. The plan identifies District Heating Opportunity Areas in the borough's town centres, Maylands Business Park and through any large-scale greenfield development. There are also opportunities to harness wind power. However these opportunities have been identified in the Green Belt and clear justification is required to take these forward (Policy CS5).

<sup>37</sup> Low and Zero Carbon Study, 2010 – a technical document supporting the Core Strategy

- 18.14 Given the borough's rural and urban character, and prospects for urban regeneration in Hemel Hempstead, District Heating Opportunity Areas and Combined Heat and Power (CHP) will be pursued in high density areas targeted for regeneration. There are also opportunities for these systems to be powered by local biomass<sup>38</sup> and appropriate waste that is not being recycled for other purposes. Micro-generation technologies, particularly solar water heating, photovoltaics and heat pumps will also help reduce carbon emissions.
- 18.15 Due to opportunities for high density development in some areas of the borough, combined with constraints elsewhere, there is justification for carbon reduction targets that exceed the mandatory stepped changes associated with Part L of Building Regulations. An appraisal of cost compliance is set out in the Low and Zero Carbon study.
- 18.16 The stepped change away from Part L of Building Regulations (the Code for Sustainable Homes/ non-residential equivalent) will be directed towards District Heating Opportunity Areas. New development outside the District Heating Opportunity Areas will be expected to comply with Building Regulations Part L as a minimum, with the exception of higher water efficiencies (Policy CS29), requirements to consider the whole life cycle of the building (Policy CS29) and delivering on-site carbon reductions (Policy CS28).
- 18.17 Within the identified District Heating Opportunity Areas, major new development (10 dwellings and above/1000sqm of non-residential and above) will be expected to deliver networks of district heating to help the borough meet renewable energy targets and to improve energy efficiency (see Table 11). The proposed Green Energy Centre in the Maylands Business Park will help fulfil these ambitions and help raise awareness of best practise. Smaller developments in, or close to, District Heating Opportunity Areas should consider delivering suitable technologies to enable connection to district heating networks in the future.
- 18.18 More detailed guidance about District Heating Opportunity Areas and Wind Opportunity Areas will be delivered through a Supplementary Planning Document.

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<sup>38</sup> Biomass – waste timber, crops, plants and sustainably sourced trees used to fuel wood burners, district heating systems and CHP



Client: Hertfordshire County & District Local Authorities  
 Project: Hertfordshire Climate Change & Planning Study

**Dacor Energy Opportunities Plan**

**AECOM**

Beaufort House,  
 94-96 Newhall Street,  
 BIRMINGHAM, B3 1PB  
 Tel: +44 (0) 121 262 1900  
 Fax: +44 (0) 121 262 1999  
 www.fabermaunsell.com  
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Date: June 2010  
 Created: AGN

**Table 11: Step Changes in the Code for Sustainable Homes and Additional CO<sub>2</sub> Reductions compared to Building Regulations Part L 2010**

Effects to new development in different parts of the borough	From Oct 1 <sup>st</sup> 2010	From 2013**	From 2016*** or 2019***
<b>In the whole borough:</b> for development <5 dwellings or non-residential development <235sqm	A minimum of Code Level 3 (or equivalent) for residential development. Comply with Part L2A* 2010 Building Regulations as a minimum for non-residential development.	A minimum of Code Level 4 (or equivalent) for residential development. Comply with Part L2A 2013 Building Regulations as a minimum for non-residential development.	A minimum of Code Level 6 (or equivalent) for residential development. Comply with Part L2A 2019 Building Regulations (or equivalent guidance) as a minimum for non-residential development.
<b>Outside DHOAs<sup>39</sup>:</b> for development ≥5 dwellings or non-residential development ≥235sqm	As above, plus an additional 5% CO <sub>2</sub> reductions for residential and non-residential development as a minimum.	As above, plus an additional 5% CO <sub>2</sub> reductions for residential and non-residential development as a minimum.	
<b>Inside DHOAs:</b> for development ≥5 dwellings or non-residential development ≥235sqm	A minimum of Code Level 4 or equivalent for residential development. Comply with Part L2A 2010 Building Regulations plus an additional 25% CO <sub>2</sub> reductions as a minimum for non-residential.	A minimum of Code Level 5 (or equivalent) for residential development. Comply with the CO <sub>2</sub> reductions associated with Code Level 5 (or equivalent) for non-residential development as a minimum.	

<sup>39</sup> District Heating Opportunity Heating Areas – identified in the Hertfordshire-wide Low and Zero Carbon Study

Notes:

- \* Building Regulations Part L2A relates to new non-residential development.
- \*\* This requirement will come into effect when the next update to Part L 2010 is published that is equivalent to Code Level 4 energy improvements i.e. expected to be Part L 2013.
- \*\*\* This requirement will come into effect when successive updates to Part L 2013 (or equivalent) achieve energy improvements equivalent to Code Level 6 or zero carbon. This is expected from 2016 for residential development and from 2019 for non-residential development.

## **Sustainable design and construction**

- 18.19 Sustainable building design and construction is an essential part of the Council's response to the challenges of climate change, natural resource depletion, habitat loss, and wider environmental and social issues.
- 18.20 The way in which buildings are designed, constructed, operated and decommissioned has significant impacts on the built and natural environment, and requires major resource inputs such as energy, water and materials. Designing and constructing buildings that help to minimise these key resources and construction waste from decommissioning buildings, can not only reduce the borough's carbon footprint, but also costs for developers and occupiers. Therefore developers should be considering the refurbishment of existing buildings before considering demolition. Developers should also provide adequate sewerage facilities for new development and ensure that there is sufficient capacity at the relevant wastewater treatment works (see section 28).
- 18.21 The layout of development will be required to make the most effective use of land depending on the site's slope, existing and desired pedestrian and highway accesses, and environmental and brownfield constraints, such as floodplains, rivers, mature trees and contaminated land issues. The orientation and shading of buildings will need to maximise the energy efficiency of the buildings where possible. This will avoid the need for additional energy consumption for heating or cooling purposes. Decentralised energy technologies used to heat and provide electricity to the development will need to be suitable for the site layout, design principles and any observed constraints.
- 18.22 Sustainable design and construction also provides an opportunity to retain and enhance biodiversity. Apart from improving quality of life and property value, enhanced biodiversity also delivers ecological benefits. While all living plant matter absorbs CO<sub>2</sub>, trees process more due to their large size and extensive root structure<sup>40</sup>. One hectare of woodland can absorb emissions equivalent of 100 family cars (with high emissions). Trees can also remove sulphur dioxide from the

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<sup>40</sup> Forestry Commission – [www.forestry.gov.uk](http://www.forestry.gov.uk)

atmosphere, attenuate noise pollution, provide natural air conditioning and shade, and moderate the rate of water run-off through rainfall attenuation, which reduces the risk of flooding. Therefore, new development will be expected to retain and replace existing trees, and help to plant more trees to expand the tree canopy in the borough.

18.23 Developers will be expected to complete a Sustainability Statement and carbon compliance check online for their proposal. Payments will also be required into a Sustainability Offset Fund when the appropriate carbon reductions have not been delivered on-site. The fund will be used to support initiatives that help reduce carbon emissions in the existing building stock, fix or absorb carbon (for example by planting trees) and support on and off-site renewable energy supply. Tree planting and other 'greening' initiatives will help to enhance biodiversity, improve quality of life and wellbeing and reduce 'heat stress' in the urban environment.

18.24 Payments may also be made to the Sustainability Offset Fund as part of the allowable solutions to deliver zero carbon development (in-line with Building Regulation changes to Part L), although the following allowable solutions must be considered first:

- carbon reductions on-site, through energy efficiency, low carbon and zero carbon technologies or on-site generation;
- connection to a district heating network;
- reduction of unregulated emissions through energy efficient appliances etc.;
- exporting low carbon or renewable heat from the development site to other developments; and
- investing in low and zero carbon community heat infrastructure.

18.25 Further guidance will be provided to support the implementation of the Carbon Offset Fund and give further consideration to the allowable solutions required.

18.26 Further advice and practical sustainable development solutions are proposed in Hertfordshire's Building Futures Design Guide<sup>41</sup> for use by developers, planners and the general public. The guide is an evolving website with practical case studies and guidance for new development.

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<sup>41</sup> Building Futures Design Guide - [www.hertslink.org/buildingfutures](http://www.hertslink.org/buildingfutures)



**Policy CS28: Carbon Emission Reductions**

**Carbon emission reductions will be sought in the generation and use of energy, building design and construction, and the use of transport as far as possible.**

**Targets and opportunities for generating renewable electricity and heat will be set out in further guidance.**

**Policy CS29 addresses design and construction and Policy CS8 transport. A Sustainability Offset Fund will be used to help reduce carbon emissions and/or enable carbon fixing (see Policy CS30).**

## **Policy CS29: Sustainable Design and Construction**

**New development will comply with the highest standards of sustainable design and construction possible. The following principles should normally be satisfied:**

- (a) Use building materials and timber from verified sustainable sources;**
- (b) Minimise water consumption during construction;**
- (c) Recycle and reduce construction waste which may otherwise go to landfill.**
- (d) Provide an adequate means of water supply, surface water and foul drainage;**
- (e) Plan to limit residential indoor water consumption to 105 litres per person per day until national statutory guidance supersedes this advice;**
- (f) Comply with CO<sub>2</sub> reductions as per Table 11;**
- (g) Maximise the energy efficiency performance of the building fabric, in accordance with the energy hierarchy set out in Figure 16;**
- (h) Incorporate at least one new tree per dwelling/per 100sqm (for non residential developments) on-site;**
- (i) Minimise impermeable surfaces around the curtilage of buildings and in new street design;**
- (j) Incorporate permeable and lighter coloured surfaces within urban areas; and**
- (k) Provide on-site recycling facilities for waste.**

**Buildings will be designed to have a long life and adaptable internal layout. Applicants will therefore need to explain how:**

- (a) they have considered the whole life cycle of the building and how the materials could be recycled at the end of the building's life; and**
- (b) their design has been 'future proofed' to enable retrofitting to meet tighter energy efficiency standards and connection to decentralised community heating systems.**

**For specified types of development applicants should provide a Sustainability Statement.**

**The principles in this policy may be relaxed if the scheme would be unviable or there is not a technically feasible approach. Where new development cannot meet on-site energy or tree canopy requirements, the applicant will be expected to make an appropriate financial contribution towards the Sustainability Offset Fund.**

### **Policy CS30: Sustainability Offset Fund**

**The Sustainability Offset Fund will be used to fund and help deliver:**

- (a) energy and water efficiency improvements in the borough's existing housing and public building stock;**
- (b) on-site and appropriate off-site renewable energy supply systems; and**
- (c) new tree planting and habitat improvements.**

**Details regarding the operation of the Sustainability Offset Fund will be set out in further guidance.**

#### **Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Number of new homes in district heating opportunity areas reaching set levels in the Code for Sustainable Homes or equivalent (see Table 11)	-
Proportion of carbon savings from new development (measured in tonnes of carbon dioxide)	-
Proportion of new homes designed to reduce water consumption to 105 litres per person per day	-
Proportion of household waste that is recycled	-
Number of new homes built with on-site generation of renewable energy (for heat and electricity)	-
Capacity of renewable energy generation (for heat and electricity)	-
Money received for the Sustainability Offset Fund and spent	-

### **Delivery will be achieved by:**

- identifying key sites for decentralised renewable energy in the Site Allocations DPD;
- developing policy in the Development Management DPD and other guidance;
- using a carbon compliance tool requiring Sustainability Statements;
- adherence to the Hertfordshire Municipal Waste Spatial Strategy;
- compliance with Building Regulations;
- use of a Sustainability Offset Fund;
- public and private partnership to deliver community-scale infrastructure; and
- joint working with Council's Energy Conservation team and the Home Energy Conservation Association (HECA).

### **Sustainable resource management**

18.27 Development must be carried out in a sustainable way to protect natural resources for use by future generations, and to adapt against and mitigate impacts of climate change. Natural resources including high quality agricultural land, mineral reserves<sup>42</sup> and water supplies will be safeguarded and all new development will be expected to:

- minimise waste on-site;
- maximise recycling measures;
- consider opportunities for biomass production for renewable energy generation;
- avoid pollutants into the wider environment;
- remediate contaminated land;
- protect and enhance natural features of importance, including wildlife and landscapes; and
- consider the overall carbon footprint of materials used and use locally produced materials and sustainably sourced materials, wherever possible.

18.28 The land is generally stable. Past evidence of chalk mining is very localised, though that will affect construction.

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<sup>42</sup> Mineral reserves – refers to clay reserves at Bovingdon Brickworks, and sand and gravel belt around Kings Langley and any other areas that may be defined in Hertfordshire County Council's Minerals and Waste Development Framework.

## Water management

- 18.29 The east of England is the driest area in the country receiving only two thirds of the average UK annual rainfall. The effects of climate change and housing growth in the region will result in water becoming a more precious commodity. It will therefore need to be used more sparingly through the application of water efficiency measures in new and existing development.
- 18.30 Protection of water resources also assists in the retention of often fragile ecosystems, susceptible to the availability and flow of water. Frequent, extreme weather events are also a consequence of climate change. Heavy, frequent rainfall and long dry spells impacts on river levels and flows, creating pressure on underground drainage systems and affecting the level of rainfall left to recharge groundwater sources.
- 18.31 Sustainable Drainage Systems (SUDS) will help reduce and manage surface water run-off, improve water quality, and provide opportunities for nature conservation. Other complementary measures, such as rainwater storage, rainwater recycling, use of green roofs and the use of permeable surfaces will be sought.
- 18.32 The Strategic Flood Risk Assessment, agreed with the Environment Agency, has informed the selection of the strategic development sites and broad locations for development. The sequential approach relating to flood risk set out in national policy has also informed the selection of sites. The majority of the proposed development will be accommodated outside flood zone areas and any new development within flood zones will be expected to develop appropriate mitigation measures to reduce the cause and risk of flooding. This is to avoid an adverse impact on the quality of the groundwater source or a risk to its ability to maintain a public water supply.
- 18.33 Development will be directed away from Flood Zones 2 and 3. Some types of development (such as those categorised as 'Less Vulnerable' and 'Water Compatible') may be appropriate within Flood Zone 3.
- 18.34 A 'Water Cycle Study Scoping Report'<sup>43</sup>, has been jointly completed with Three Rivers District Council, St. Albans City & District Council, Welwyn Hatfield Borough Council and Watford Borough Council. The stakeholders involved in the process included the Environment Agency, Thames Water Utilities and Veolia Water Central amongst others. The study examined the condition of the existing distribution network and waste water treatment works and whether it would be able to cope with additional development growth.

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<sup>43</sup> Water Cycle Study Scoping Report, 2010 - a technical document supporting the Core Strategy

18.35 The Scoping Study concluded that work would need to be progressed to the next stage (the Water Cycle Study Outline Report) to establish:

- 1) if Maple Lodge or Blackbirds Waste Water Treatment Works would need to increase the Dry Weather Flow consent and introduce new physio-chemical standards; and
- 2) how extensive the upgrades need to be to the sewerage networks throughout Hemel Hempstead and Kings Langley.

18.36 Local Authorities and stakeholders involved will continue to plan for both of the upgrades (see Section 28), as well as any other necessary action as an outcome of the Water Cycle Study Outline Report. This will be progressed as part of the Site Allocations DPD.

18.37 The Council will work with its partners to help:

- restore river flows;
- support the Grand Union Canal system (and its reservoirs);
- restore natural habitats along the chalk streams and in Boarscroft Vale;
- support biodiversity;
- retain water in the catchment area;
- recharge the aquifer;
- limit the effect of variable rainfall and reduce the risk of flooding;
- provide sufficient capacity for foul water drainage;
- increase the efficiency of water use, in part through sustainable design and construction; and
- provide sufficient water for people and to support agriculture.

### **Pollution and waste management**

18.38 The planning system plays a key role in the location and standard of development. Together with other consent regimes and processes, it can limit the impact of (and prevent) polluting emissions – i.e. noise, light, fumes, chemicals, noxious and hazardous substances and waste in general. Standards set nationally should continue to be achieved. When standards become more stringent, efforts must be made to enhance the quality of the air, water and/or soils.

18.39 In Dacorum special consideration also needs to be given to:

- the quality of the groundwater supplying the chalk aquifer;
- protecting the habitat and biodiversity of chalk streams;

- the maintenance of higher quality agricultural areas and the sand and gravel belt;
- limiting the effects of noise and air pollution along major routes (i.e. road, rail and aircraft from Luton Airport);
- retaining tranquil parts of the Chilterns Area of Outstanding Natural Beauty and Boarscroft Vale; and
- the risks associated with Buncefield Oil Terminal.

The planning system has a role to play in the minimisation of waste at or near source and in disposal of household, commercial and construction waste. Unnecessary waste should be reduced and managed nearer to its source. To avoid unnecessary waste going to landfill sites, developers will be expected to avoid potentially polluting developments, the creation of additional waste, and the location of new development near existing sources of pollution. This may involve the relocation of the existing Household Waste Recycling Centre and Waste Disposal Centre as part of a new Energy and Waste Park in the Maylands Business Park area.

18.40 Hertfordshire County Council is the Waste Disposal Authority and the Waste Management Authority for Dacorum Borough Council. The suite of waste related documents include the Waste Core Strategy, Waste Site Allocations and Waste Development Policies documents form part of the Minerals and Waste Development Framework for Hertfordshire. The Development Plan Documents on waste set out the County Council's overall vision and strategic objectives for waste planning and establishes the broad locations for strategic waste facilities and minerals and waste safeguarding areas. The Framework will be used as a basis for future waste planning, and will be used in the determination of planning applications across Hertfordshire.

18.41 Air quality within Dacorum is generally good, with the main source of air pollution being from traffic emissions, specifically Nitrogen Dioxide. Following a programme of assessment, three areas were found to exceed air quality objectives for this gas and have been designated as Quality Management Areas (AQMAs):

- Lawn Lane, Hemel Hempstead;
- London Road, Apsley, Hemel Hempstead; and
- High Street, Northchurch.

18.41 National Air Quality Standards identify the planning system as one of the key mechanisms for achieving improvements in air quality. It is not necessarily the case that proposed development in an area of poor air quality will have a negative impact. Similarly, it does not mean that there should be a ban on development within that area, rather, that greater weight should be given to the consideration and removal of

the impacts. Actions Plans for each AQMA will highlight appropriate mitigation measures.

### **Policy CS31: Water Management**

**Water will be retained in the natural environment as far as possible. Measures to restore natural flows in the river systems and the water environment will be supported. Supply to the Grand Union Canal will be maintained.**

**Development will be required to:**

- (a) avoid Flood Zones 2 and 3 unless it is for a compatible use: Flood Risk Assessments must accompany planning applications for development in these areas, explaining how the sequential approach to development has been taken into account and outlining appropriate mitigation measures;**
- (b) minimise water runoff;**
- (c) secure opportunities to reduce the cause and impact of flooding, such as using green infrastructure for flood storage;**
- (d) secure opportunities to conserve and enhance biodiversity; and**
- (e) avoid damage to Groundwater Source Protection Zones.**

### **Policy CS32: Air, Soil and Water Quality**

**Development will be required to help:**

- (a) support improvements in identified Air Quality Management Areas and maintain air quality standards throughout the area;**
- (b) maintain soil quality standards and remediate contaminated land in line with Environment Agency, Defra and Natural England guidance; and**
- (c) improve water quality standards in line with the Water Framework Directive, Environment Agency and Natural England guidance.**

**Any development proposals which would cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances, will not be permitted.**

**Advice on the storage and handling of hazardous substances will be taken from the Health and Safety Executive.**



**Monitoring:**

Indicator(s)	Target(s)
Percentage of new dwellings built on floodplains and/or contrary to Environment Agency advice	0
Change in extent and air quality of Air Quality Management Areas	-

**Delivery will be achieved by:**

- the restriction of development around the Buncefield Oil Depot through the East Hemel Hempstead AAP;
- the Development Management DPD;
- application of the Planning Obligations SPD;
- use of sustainability statements;
- partnership working with the Council's Environmental Health department, the Countryside Management Service and with external agencies and water authorities, such as the Environment Agency, Thames Water and Veolia Water UK;
- air quality monitoring undertaken across the borough;
- monitoring and standards set by external agencies; and
- Action Plans for designated Air Quality Management Areas.



# Place Strategies



# Place Strategies

## 19. Introduction

- 19.1 A series of Place Strategies have been developed for each of the borough's towns and large villages, together with the wider countryside. The role of these strategies is to take forward the settlement hierarchy (Table 1) and broad planning policies and highlight particular characteristics and future requirements for each place. These requirements range from the provision of particular items of infrastructure, to the protection or enhancement of key attributes that give the place its unique identity.
- 19.2 Of particular importance in informing these strategies was a series of place workshops<sup>44</sup>. These workshops brought together local residents and representatives from a range of public, private and voluntary organisations to help identify local issues and develop 'Place Visions.'

### Common Local Objectives

The place strategies share a set of common local objectives:

- Accommodate growth which promotes sustainable patterns of development.
- Secure more affordable housing and a balanced mix of housing types.
- Ensure new housing is balanced by school capacity and matched by additional community facilities and local infrastructure.
- Provide a variety of employment opportunities for local people.
- Maintain and enhance the character, built heritage, natural environment and leisure assets of each settlement and the wider countryside.
- Safeguard existing leisure assets such as open space, outdoor leisure space, rivers and the Grand Union Canal and create stronger green links throughout the borough.
- Support the retention of existing services, facilities and jobs.
- Improve access for pedestrians, cyclists, users of passenger transport and motorists to services, facilities and places of work and leisure.
- Reduce peak-time traffic congestion and its effects.

- 19.3 In addition, each place strategy identifies local objectives that are specific to that particular place. All development is expected to contribute positively towards meeting the objectives.

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<sup>44</sup> A summary of the results of these place workshops can be found in the Core Strategy Report of Consultation – Volume 3.

## **Local Housing Objectives**

- 19.4 The expected overall housing supply within the borough is shown in Table 7 (in section 14). In order to show how this housing supply would be distributed across the borough, each place strategy sets out an indicative housing objective<sup>45</sup>. These figures are intended to give an indication of the levels of new development expected, rather than be treated as an exact figure or target.

## **Strategic Sites and Local Allocations**

- 19.5 Two strategic sites are identified in the place strategies;
- 1) Land at Durrants Lane / Shootersway, (Egerton Rothesay School) Berkhamsted; and
  - 2) Hicks Road, Markyate.
- 19.6 The relevant place strategies give a broad outline of the planning principles for each development and how the site will be delivered. These planning principles are underpinned by detailed masterplans that set out in more detail the nature and timing of the proposal, the mix, distribution and scale of uses, and the requirement for new infrastructure.
- 19.7 A number of local allocations have also been identified. Their broad locations are identified, together with key planning principles. Detailed requirements for these sites will be established through the Site Allocations DPD.

## **Vision Diagrams**

- 19.8 Vision diagrams illustrate key features and urban design zones for each place. The vision diagram for Hemel Hempstead is subdivided into the built and natural environment, with separate detailed diagrams covering the two key regeneration areas – the town centre and Maylands Business Park. The vision diagrams are found at the end of each place strategy. More detailed guidance on urban design is given in section 10.

## **Local Community Plans**

- 19.9 Neighbourhood Plans and Village / parish Plans may be prepared by local communities. Both can be helpful documents to shape local development and service provision. Neighbourhood Plans will need to conform with the Core Strategy and show how they support the delivery of the place strategies. Village / Parish Plans may include planning matters as well as local service issues, and will be supported by local appraisals. In all cases close co-operation with the Borough Council is advised.

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<sup>45</sup> These figures relate to the total housing programme (less provision for the travelling community). They are cumulatively higher than the housing target in Policy CS17. This is because the housing supply includes an assumption for windfalls, based on recent trends. Government advice requires windfall assumptions to be excluded from the overall housing target for the first ten years.

## 20. Hemel Hempstead Place Strategy

### Context

- 20.1. Hemel Hempstead is a Mark One New Town designed by Geoffrey Jellicoe in the 1940s with development starting in the 1950s. It is the largest town in the borough and has a population of just over 82,000 (2001 Census). The town is quite compact and is surrounded by Green Belt. Distinctive landscape features include the Grand Union Canal, and the Gade and Bulbourne Valleys with rivers that converge at Two Waters, south of the town centre. The topography of the town and the design of the neighbourhoods draws the countryside in, allowing views of open space, woodland and parkland from residential areas to the west, east and south of the town centre.
- 20.2. The town has excellent links to London and the Midlands, via the M1 and M25 motorways and the main railway line stations in Boxmoor and Apsley. The main focus for employment is the Maylands Business Park, which is the largest business park in the eastern region and lies to the east of the town. The town centre is the largest centre for shops, business and commerce in Dacorum, although its functions and employment have been changing due to economic pressures. Local centres provide a range of shops, services and facilities. Two Waters and Apsley contain out of centre retailing and a wide range of business opportunities and employment. The area has benefitted from private-led regeneration of its former industrial base – a process which is continuing. The main leisure and sports facilities comprise Leisure World, Hemel Hempstead Sports Centre, Esporta and The Snow Centre.
- 20.3. The accessibility of the town centre is one of Hemel Hempstead's assets, although there is a need to maintain and improve pedestrian routes between adjoining residential areas, car parks and bus stops. The linearity of the town centre presents a challenge to commercial growth and integration of new uses.
- 20.4. Regeneration is the main priority for the Council and must be underpinned by growth and investment in business, homes and infrastructure. As an original New Town, many buildings and public areas in the town centre are dated and some areas require significant improvement. Regeneration is required in the east of Hemel Hempstead at the Maylands Business Park to aid economic recovery since the Buncefield explosion.
- 20.5. The Council's regeneration ambitions will concentrate on in Hemel Hempstead:
  1. **The town centre** – to modernise and grow the centre and improve the public environment.
  2. **Maylands** - to rejuvenate and grow the business area and promote the use of 'green' energy.
  3. **Neighbourhood centres** – to reinvigorate and improve the environment of the neighbourhood local centres.
  4. **Green spaces** – to extend the network and use of open spaces.

## **The Visions**

### **The town**

Hemel Hempstead will embrace new development and aim to promote pride of place and heritage, taking forward the 1947 Hemel Hempstead New Town Development Corporation motto 'Greater, Richer, More Beautiful'. Its long-term strategy as a main centre for development and change will be to meet the housing and economic challenges of the borough. Extensions to the town will contribute fully to its success. The town will provide a better quality of life and prosperity for its residents and business community and a better experience for visitors.

The open land network remains as a cherished and easily accessible asset: it has been extended and accommodates a diverse range of uses including leisure, schools and wildlife habitats. Movement within the town is convenient and effective. Public transport links between Maylands Business Park, the town centre and main railway station are good.

The regeneration of the town centre will be complete and more people will shop there from choice. People can also access shops and services locally.

More business and employment opportunities will be available through the expansion of Maylands Business Park. Community needs will be met. New schools will be built. New cultural, leisure and sports facilities in the town centre, Jarman Park and East Hemel Hempstead will serve the town. A new cemetery will also be necessary to accommodate the needs of the town and the wider area.

New buildings will incorporate energy efficiencies and low carbon technologies: development will take advantage of district heating or combined heat and power.

### **The town centre**

The town centre will be a vibrant place where people will want to shop, work, live, learn and visit during the day and evening. Business and commerce are successful. New development has included offices, civic facilities, homes and shops. The Marlowes Shopping Zone is busy. A residential community occupies the homes. Their demand for services has been met by local provision, use of the town centre facilities and improved access to open space out of the centre. New facilities will include a local general hospital, school, college and cultural centre. Shoppers, visitors and residents benefit from the rationalisation of bus stops and interchange facilities within the centre. The town centre is attractive. New buildings, refurbishment and extension of pedestrian routes have delivered a pleasant and secure environment that makes best use of its built and natural assets and respects its New Town history. Marlowes and Waterhouse Street are significantly improved. There are good connections with the Old Town. A walkway and cycleway runs alongside the River Gade. Green links with Gadebridge Park, Two Waters Open Space, Paradise Fields and the Nickey Line have been



enhanced. The restoration of the Water Gardens is admired and public art promoted.

## **East Hemel Hempstead**

The Maylands Business Park in East Hemel Hempstead will be the home to a vibrant, dynamic and premier business-led community. It will be a first choice investment location for offices and industrial development, capitalising on its strength as a sub-regional economic hub. The area will be the focus for high quality, energy efficient development permeated by open space. Development will showcase low and zero carbon technologies. A new local centre will provide a range of services in the heart of the business community. The North East Hemel Hempstead Relief Road enables better lorry access and circulation within the business park and links Spencers Park. Parking management and improvements to cycleways and footpaths, together with co-ordinated landscaping and street furniture, and leisure facilities have provided a more secure and attractive environment. Passenger transport will provide good connections to key destinations not only in the town, but also in other urban centres.

Spencers Park is a new residential neighbourhood with its own services and facilities.

Overall, development at East Hemel Hempstead is linked and has taken advantage of district heating and combined heat and power energy generation. Those living and working in the area will enjoy a high quality of life as a result.

## **Local Objectives**

The objectives are split between the town as a whole and parts of the town.

### **For the town as a whole:**

- to meet the full housing target of 8,800 new homes\*;
- to ensure sufficient wastewater treatment and sewerage infrastructure;
- to provide a new cemetery; and
- to provide efficient public transport services between the town centre, the railway station and Maylands.

### **In the town centre:**

- to deliver
  - around 1,800 homes
  - a local general hospital
  - a primary school
  - a new library and college
  - new civic and cultural facilities
  - a supermarket and other shops
  - a bus interchange; and

- a better footpath network.

**In East Hemel Hempstead:**

- to deliver
  - around 1,000 homes\*
  - new jobs
  - a new local centre and open space in the Heart of Maylands
  - a primary school
  - a district heating network
  - better waste management facilities
  - a low carbon economy
  - new transport infrastructure, linked to parking management
  - the North East Hemel Hempstead Relief Road; and
  - a new access road from Breakspear Way to Boundary Way; and
- to accommodate new community sports facilities.

**In the rest of the town:**

- to deliver
  - around 6,000 homes
  - several primary schools
  - major open space enhancements in Two Waters and improvements elsewhere
  - a new indoor sports facility
  - improvements to the main railway station; and
  - improvements to local centres

[\* excludes any new homes in St Albans district, which are built on the edge of the town].

## **Delivering the Vision: The Town**

- 20.6. Hemel Hempstead will accommodate around 8,800 new homes, 77% of the borough's total predicted housing supply (see Table 7). Office and retail growth, including jobs, will be at Hemel Hempstead. New housing will be spread across the town, with particular concentrations at the town centre, East Hemel Hempstead and the Local Allocations at West Hemel Hempstead, Marchmont Farm and the Old Town. The level of change will be sufficient to accommodate the natural population and household growth of the town. A range of sites will enable the Council to secure the right mix and tenure of homes, to address the affordable housing shortage and to better balance homes and jobs.
- 20.7. The supply of business premises and jobs will be diverse. While major growth in the office sector will be promoted in the Maylands Business Park, there is an important role for designated employment land in Two Waters and Apsley. This will normally be retained. The roles of local centres and out of centre locations will be maintained through environmental improvements and management of new development. Most new shopping facilities will be directed to the town centre.
- 20.8. The timing and location of new homes and businesses will be linked to the availability of infrastructure. This will ensure that services, such as wastewater treatment and sewerage infrastructure<sup>46</sup>, cemetery and schools are available when needed. In other cases, existing capacity can be more effectively used.
- 20.9. Public transport services will be improved between the town centre, Maylands Business Park and main railway station through route network improvements and the provision of more convenient hubs or interchanges.
- 20.10. The town's neighbourhoods will be supported through the planning and maintenance of shops and services and retaining the pattern of open spaces. Management of the open spaces will ensure the town's green infrastructure is effectively used and linked to the countryside. Outdoor leisure needs will be satisfied and space lost in the development of Maylands Gateway replaced.

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<sup>46</sup> Local Water Authorities (Thames Water Utilities Ltd and Veolia Water Central) manage the collection of wastewater mainly at Maple Lodge Wastewater Treatment works and the supply of potable water. The Local Water Authorities do not intend providing any new infrastructure before 2015.

20.11. New development will aim to enhance the pride and image of the town through high quality design, and through the provision of new open space, public realm improvements and co-ordinated public transport improvements. Figures 19 and 20 illustrate the town's urban design characteristics which must be respected. Policies CS33 and CS34 aim to maximise regeneration and development opportunities through good design. New development will also accommodate renewable energy generation and energy efficiency technologies to reduce carbon emissions. However, the greatest opportunities for zero and low carbon technologies are associated with high density developments, which will be delivered in the town centre and to the east of the town.

### **Delivering the Vision: The town centre**

20.12. The town centre is the focal point of the town. The aim of new development will be to refresh and maintain the role of the centre as a hub of commerce and public transport. A variety of employment, shopping and leisure uses will be delivered to suit the income levels of local residents. Multiple retailers will be attracted to strengthen the economy. The town centre is also a neighbourhood, a role which will be reinforced by new housing. Existing and new residents will need access to a similar range of facilities as other neighbourhoods.

20.13. Character Zones have been identified to guide regeneration in different parts of the town centre (described in Figure 17 and illustrated in Figure 21). Each zone will accommodate similar uses and/or a similar built or natural character. The Town Centre Master Plan will provide further guidance, particularly on the areas of greatest change and activity.

**Figure 17: Town Centre Character Zones and Development Opportunities**

Developers must consider the relationship of the proposed development with its character zone and the opportunities available.

**The Old Town** - is based around the High Street, Queensway and the northern tip of the Marlowes. The main businesses include professional services, quality specialist shops. There is a strong evening economy with a variety of pubs, restaurants, cafes and an arts centre. The quality of the built environment in this zone is recognised for its special architectural and historic importance and the notable landmark of St Mary’s Church. The historic character offers further opportunities for uses which can attract visitors and new investment. North/south pedestrian links and refurbishment of the building fascias along the northern tip of the Marlowes need improvement.

**The Gade Zone** - includes the north western section of the town centre from Queensway to Combe Street. Notable features include the River Gade and the Marlowes Methodist Church. This zone holds significant regeneration opportunities, primarily for educational, civic, residential and community uses, along with opportunities for decentralised heating systems or Combined Heat and Power (CHP).

**Original Marlowes Zone** - contains part of the north eastern section of the Marlowes. Its notable feature is its listed villas. It includes services for the town centre such as a large doctors surgery and food stores Asda and Iceland. This zone holds some redevelopment opportunities for residential, commercial and business uses. There are opportunities for better design and improvements to the building fascias of the listed buildings.

**Jellicoe Water Gardens** - encompasses the whole of the listed Water Gardens area designed by Jellicoe, running from Combe Street to Moor End Road. Within the zone there are opportunities to restore the Water Gardens, rationalise bus connections and interchanges and improve the pedestrian environment along Waterhouse Street. Subject to design considerations, this zone could provide an alternative location for civic uses.

**The Hospital Zone** - includes the hospital site, Paradise employment area, and the offices, hotel and surgery opposite. The hospital zone holds significant regeneration opportunities for residential, education, health and business uses, along with opportunities for improved pedestrian/cycle links, and decentralised heating systems or CHP. Paradise Fields is mostly to be retained as open space.

**The Marlowes Shopping Zone** - is located around the Marlowes Shopping Centre, the pedestrian area and ramped area, and extends to Coombe Street. It is part of the prime retail pitch of the town centre and is in need of major investment. New stores can be accommodated. There is potential to create additional uses with active frontages and improve active frontages along the ramped area (at ground level) and Waterhouse Street. The area around the pedestrian gateway near the Market Square is a potential location for office uses. There are opportunities to create a new covered public meeting space along the pedestrianised area, make improvements to building fascias, de-clutter the pedestrian environment, revamp the children's play area and deliver decentralised heating systems or CHP. The southern end has recently been enhanced by the Riverside retail development and riverside walk.

**The Plough Zone** - is focussed around the Plough Roundabout. It is an important gateway to the town centre and includes the former Kodak site with its residential and commercial uses. Redevelopment opportunities should enhance the gateway and respect their location next to the moor and Corner Hall residential area.

## **Delivering the Vision: East Hemel Hempstead**

- 21.14 The focus at East Hemel Hempstead will be on regenerating the employment area and becoming the economic beacon for the town. It will have an attractive environment that will draw in new employers, organisations and HQ offices. A new residential neighbourhood will be built at Spencer's Park. Figure 18 outlines the characteristics of zones within East Hemel Hempstead and the development opportunities they present. The different Character Zones are illustrated in Figure 22.
- 21.15 Planning East Hemel Hempstead is complex because of the range of issues. These include the size and character of the Maylands Business Park, both now and in the future, and also the range of facilities, transport and additional housing and services that help to support this businesses neighbourhood and the wider town. The area's location on the edge of the town, bordering the countryside, adds to the complexity. Close liaison is required between Dacorum Borough Council and St Albans City and District Council to ensure that the Maylands Business Park is allowed to grow and fulfil its potential as a premier business location in Hertfordshire and the wider region. For these reasons, East Hemel Hempstead will be the subject of a separate Area Action Plan (AAP), progressed jointly by the two Councils.
- 21.16 Growth of the business park will be based on regeneration of the existing area, followed by expansion. The development of land will broadly be prioritised, with the re-use of previously developed sites first, followed by the undeveloped, greenfield land at the Gateway. Where this land is not suitable, other land will be required for planned needs and as a contingency. The AAP will provide more detailed information about the delivery of floorspace for different uses and the likely number of jobs from future development in the Face of Maylands, the Engine Room and the Service Centre.
- 21.17 The AAP will explain opportunities for cross-boundary regeneration projects, the delivery of more high quality housing, facilities and services, and countryside access and strategic landscape improvements. It will ensure that development and investment to the east of Hemel Hempstead is jointly planned and integrated with the town. This will include land which will remain open.
- 21.18 Some facilities are very difficult to accommodate within the existing town boundary or are more sensibly located outside. These include:
- a public transport hub linked to public car parking;
  - waste management facilities and a green energy park;
  - services for the Spencers Park neighbourhood estate, including public open space and a primary school;
  - a community sports facility; and
  - landscaping on land between Hemel Hempstead and the motorway to provide a 'green gateway' to the town.

21.19 The Maylands Masterplan, the Maylands Gateway Brief and the Heart of Maylands Development Brief will provide guidance on the aims and aspirations for the area until superseded by the AAP.

**Figure 18: East Hemel Hempstead Character Zones and Development Opportunities**

Developers must consider the relationship of the proposed development with its character zone and the opportunities available.

**Maylands Gateway** - adjoins Breakspear Way, a primary route and green gateway into Maylands Business Park, and the town itself. This includes greenfield and some brownfield land, together with existing businesses.

The area to the north of Breakspear Way offers opportunities to provide an additional access road into Maylands Business Park, deliver prestigious landmark buildings at key nodes and enhance open space. The types of uses suited to this area will be primarily HQ offices, conference facilities and a hotel. There may also be opportunities for other development that accords with its high-status and green character, such as a green energy centre, and a park and ride facility, along with opportunities for decentralised heating systems or combined heat and power (CHP). Development must be designed to integrate with and enhance the open land. .

Maylands Gateway offers around 29.7ha of developable land. This will deliver a large proportion of the Borough's employment needs over the plan period. (This excludes the as yet undeveloped People Building phases).

Woodland and open space to the south of Breakspear Way will be retained.

**The Heart of Maylands** - includes the immediate area surrounding the crossroads of Maylands Avenue and Wood Lane End. This area is close to existing residential development to the east and west and includes a cluster of shops and services for the workforce and residential area.

This zone offers the opportunity to form a functional local centre with financial and commercial services, restaurants, cafes, leisure uses and a public square. Around 250 homes should be provided here. There are also opportunities for decentralised heating systems or CHP.

**The Face of Maylands** – fronts Maylands Avenue, but excludes the sites surrounding the gateway entrance to the avenue off Breakspear Way and the key buildings at the junction of Wood Lane End. The area currently includes a range of large office buildings.



Along with Maylands Gateway, this zone is expected to be a core office location suitable for HQ offices and large organisations. There is scope for general industrial, storage and distribution uses in less prominent areas. Improvements to the public realm will be delivered to provide a more inviting landscape for pedestrian and cyclists.

**The Engine Room** - includes three areas; land either side of Mark Road; land to the west and north of Eastman Way; and land west of Boundary Way and around Maxted Road.

This area should continue to offer a mix of industrial and commercial uses, as well as more flexible business uses. Areas on the periphery of Maylands offer more flexibility for bulky non B-class uses (such as a car showroom and some leisure uses). An area of residential opportunity lies directly north of the Nickey Line.

**The Service Centre** - includes three areas; land known as Swallowdale; land south and south west of Buncefield; and land north of Buncefield, which includes land south of Punch Bowl Lane in St. Albans District.

They currently include storage, distribution and warehousing. This use is expected to continue. A strip of land between Boundary Way and Buncefield Lane was an office location affected by the Buncefield explosion: this land may be converted to storage, distribution and warehousing.

Other small scale employment uses, such as office and industry, should be limited to Swallowdale in the future. A lorry park, with access to the new relief road, is proposed. The large expanse of roofs in the service centre offer opportunities for renewable energy generation. New buildings can take advantage of decentralised heating systems or CHP.

**Spencer's Park** – lies south of Hunters Oak and north west of Buncefield. The land is currently greenfield and extends into St. Albans District.

This area is prime land for residential development. A new primary school and other facilities will serve the area. Development on greenfield land also offers opportunities for decentralised heating systems or CHP.

## **Policy CS33: Hemel Hempstead Town Centre**

### **New development will:**

- a) contribute fully to the achievement of town centre uses, movement and design principles; and**
- b) meet relevant opportunities for character zones within the town centre.**

### **The principles guiding development are to:**

#### **1. use:**

- (a) secure additional retail stores in the Marlowes Shopping Zone;**
- (b) deliver a mix of uses to support the prime retail function;**
- (c) encourage an attractive evening economy along Waterhouse Street;**
- (d) deliver a range of new homes;**
- (e) create new offices;**
- (f) deliver new leisure, education and cultural facilities, including a primary school and library;**
- (g) keep a public sector presence;**
- (h) restore the Water Gardens, and retain and create other public spaces;**

#### **2. movement:**

- (a) secure an integrated public transport hub and circulation within the centre;**
- (b) provide better east-west links, particularly for pedestrians;**
- (c) continue the riverside walk from the Plough Zone to Gadebridge Park;**
- (d) improve cycling provision;**

#### **3. design:**

- (a) emphasise pedestrian movement gateways through bold building design, height and landscaping;**
- (b) provide active frontages;**
- (c) apply a co-ordinated approach to building and streetscape design;**
- (d) use high quality materials and public art to complement the existing palette of materials and features;**
- (e) restore artwork and create new complementary pieces of art; and**
- (f) deliver district heating and additional large-scale / high capacity renewable energy generation technologies.**

**Specific opportunities for each character zone are identified in Figure 17: Town Centre Character Zones and Development Opportunities.**

## **Policy CS34: Maylands Business Park**

**New development will:**

- a) contribute fully to the achievement of use, movement and design principles; and**
- b) meet relevant opportunities for character zones within Maylands Business Park.**

**The principles guiding development are to:**

**1. use:**

- (a) secure HQ offices in an open land setting in Maylands Gateway;**
- (b) deliver services and facilities to support small and large businesses in appropriate character zones;**
- (c) deliver a local centre in the Heart of Maylands to support residents and workers;**
- (d) create an energy park;**
- (e) secure better waste management facilities;**
- (f) retain and improve the Nickey Line, and create new public meeting spaces;**

**2. movement:**

- (a) secure an integrated public transport hub;**
- (b) facilitate easier walking and cycling throughout the business park;**
- (c) establish an area-wide Green Travel Plan with appropriate traffic management and parking;**
- (d) create a new access point off Breakspear Way to link to Boundary Way;**
- (e) complete the North East Hemel Hempstead relief road;**
- (f) secure a lorry parking facility near the North East Hemel Hempstead relief road;**

**3. design:**

- (a) emphasise the importance of movement gateways through appropriate features and bolder building design, height and landscaping;**
- (b) distinguish between character zones and follow a co-ordinated approach to building design, movement and streetscape;**
- (c) deliver district heating and additional large-scale/high capacity renewable energy generation technologies.**

**Specific opportunities for each character zone are identified in Figure 18: East Hemel Hempstead Character Zones and Development Opportunities.**

**The East Hemel Hempstead Area Action Plan will provide further guidance.**

**Specific opportunities for each zone are identified in Figure 17: Town Centre Character Zones and Development Opportunities.**

## Monitoring:

Indicator(s)	Target(s)
Achievement of key development milestones.	

## Delivery will be achieved by:

- implementing the strategy, policies and programme of the East Hemel Hempstead Area Action Plan;
- designating development sites, together with their planning requirements, in the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- using a range of supporting planning documents, in particular the Hemel Hempstead Master Plan (SPD), the Maylands Master Plan (until superseded by the Area Action Plan) and various development briefs and design statements;
- working with the highway authorities and transport providers;
- partnership working with the Local Enterprise Partnership, the business community, West Herts College, and business and education support partners; and
- targeted expenditure on improvement works in the town centre and Maylands Business Park.

## Local Allocations

<b>Location reference</b>	LA1
<b>Site location</b>	Marchmont Farm
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Around 300 new homes</li> <li>• Extend Margaret Lloyd Park</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey and three storey housing including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must create a soft edge with the adjoining Green Belt boundary.</li> <li>• New strategic landscaping to mitigate impact of new development on the Gade Valley and help ensure its separation from Piccotts End.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including pedestrian links to the local centre.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>












<b>Location reference</b>	LA2
<b>Site location</b>	Old Town
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Around 80 new homes</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• Two storey housing including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must be in keeping with the Old Town.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including pedestrian links onto Fletcher Way.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>

<b>Location reference</b>	LA3
<b>Site location</b>	West Hemel Hempstead
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Up to 900 new homes.</li> <li>• Shop, doctors surgery and additional social and community provision, including a new primary school</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey and three storey housing including around 40% affordable homes.</li> <li>• Contributions must be made towards improving local services and facilities, including provision of a new 2 form entry primary school.</li> <li>• The layout, design, density and landscaping must create a soft edge to the Green Belt and the extended open space.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including improved pedestrian links with adjoining areas.</li> <li>• No vehicular access from Pouchen End Lane.</li> <li>• Provision of new open space / playing fields.</li> <li>• New strategic landscaping to mitigate the impact on the Bulbourne Valley.</li> <li>• Local road junction improvements.</li> <li>• Extend Shrubhill Common Nature Reserve and create wider green infrastructure links.</li> <li>• Consider potential for inclusion of a new cemetery to serve the town.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>








Figure 19

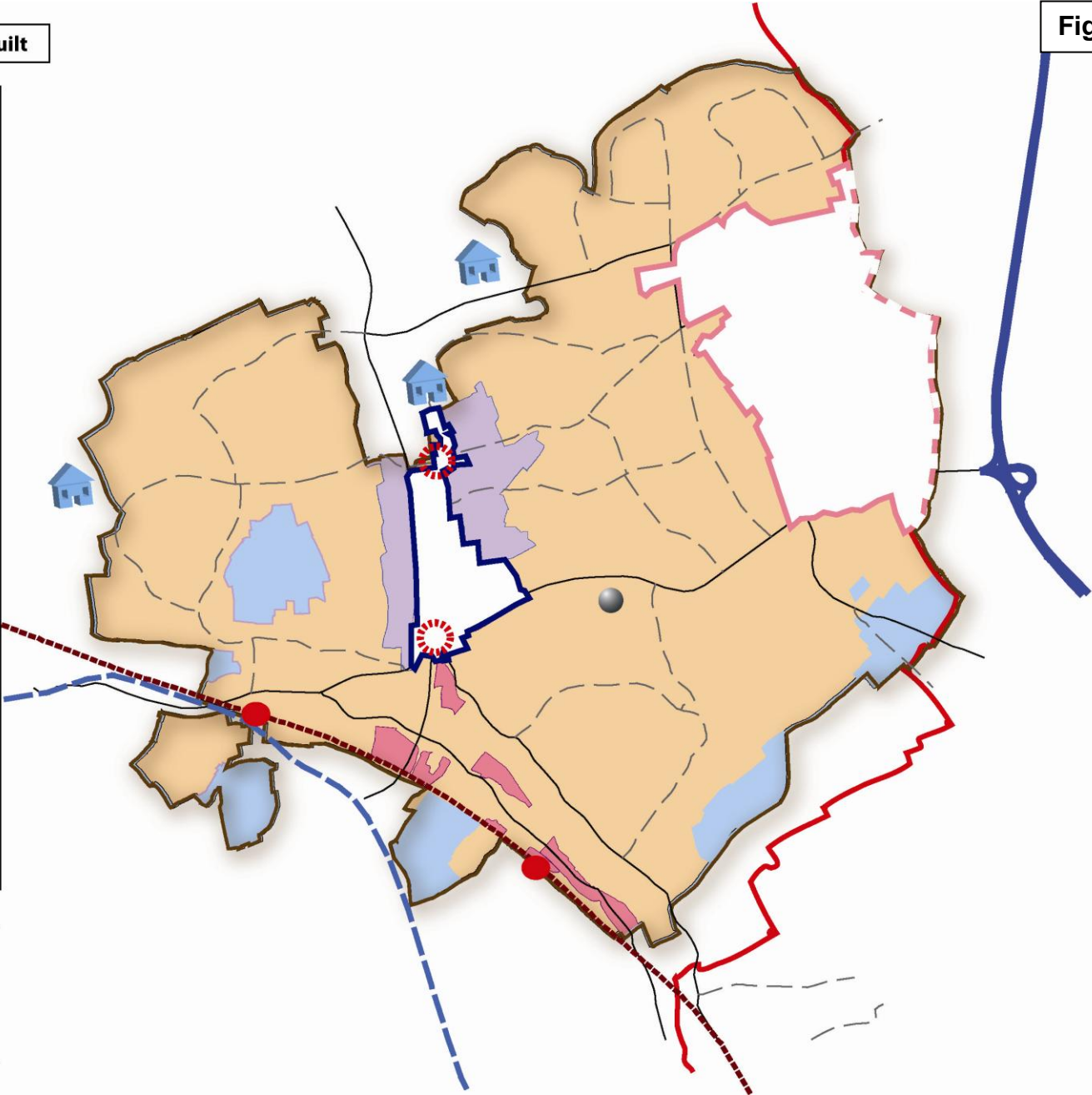
**Hemel Hempstead Vision Diagram : Built**

**KEY**

-  Hemel Hempstead settlement boundary
-  Borough Boundary
-  Local Allocation
-  Primary vehicular route
-  Secondary vehicular route
-  Movement Gateway
-  Railway Line
-  Railway Stations
-  M1
-  A41
-  New out of centre retail and leisure

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Urban Zone
-  Peripheral Zone
-  Employment Zone
-  Area Action Plan
-  Extent of Area Action Plan in St Albans District not shown



 Scale 1:35,000  
@ A4

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Figure 20

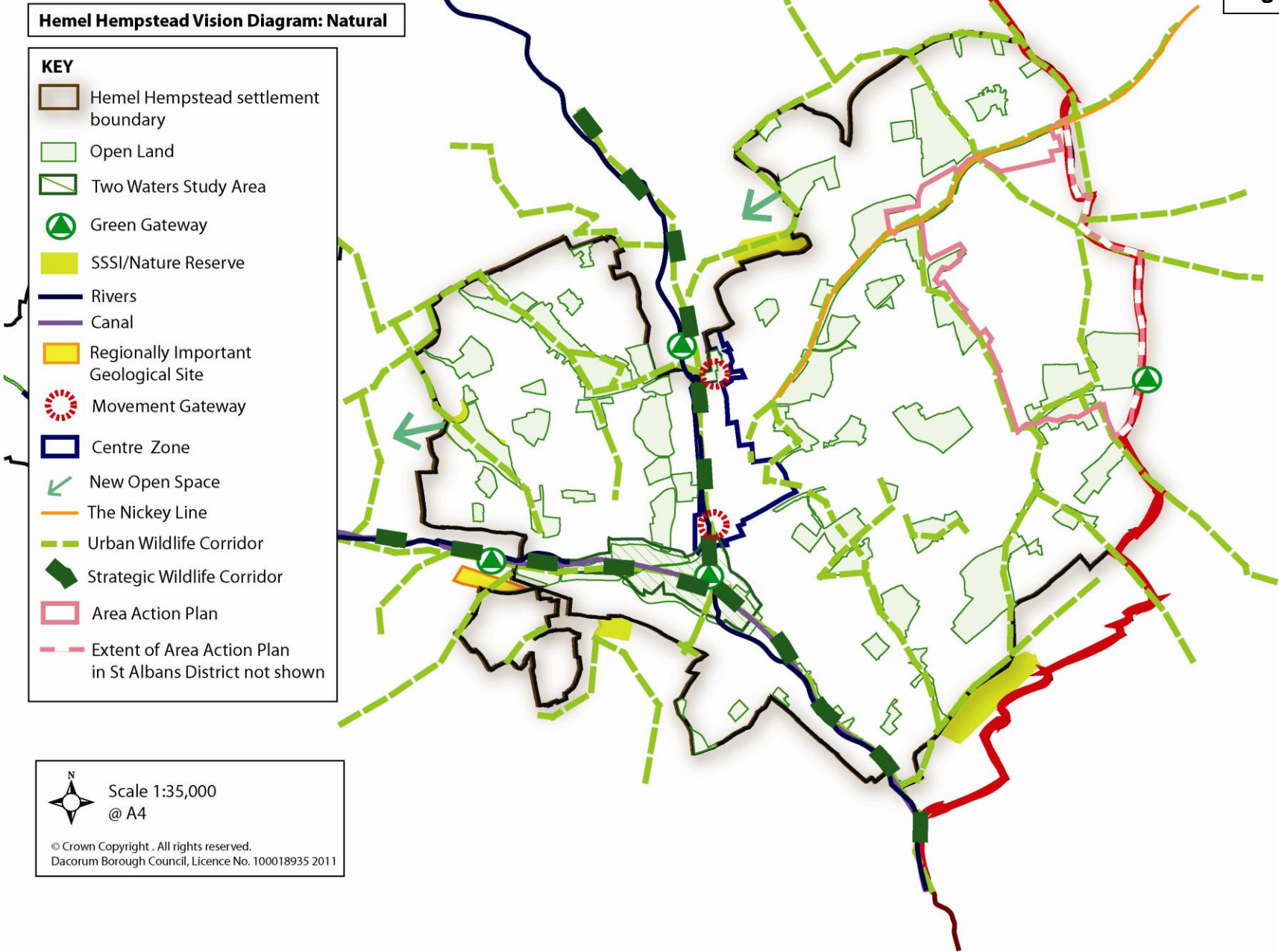


Figure 21

Hemel Hempstead Town Centre Vision Diagram

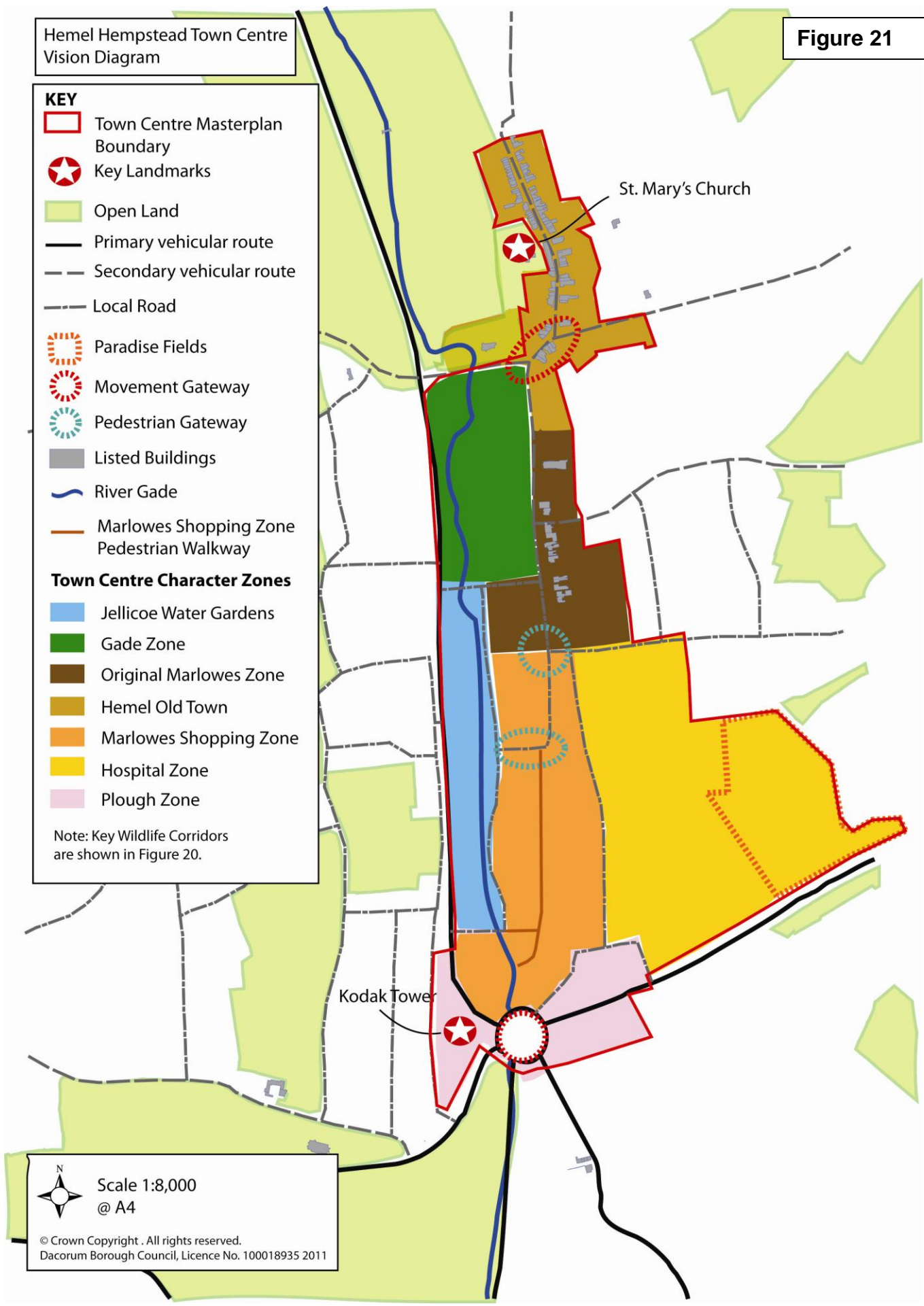
**KEY**

- Town Centre Masterplan Boundary
- Key Landmarks
- Open Land
- Primary vehicular route
- Secondary vehicular route
- Local Road
- Paradise Fields
- Movement Gateway
- Pedestrian Gateway
- Listed Buildings
- River Gade
- Marlowes Shopping Zone Pedestrian Walkway

**Town Centre Character Zones**

- Jellicoe Water Gardens
- Gade Zone
- Original Marlowes Zone
- Hemel Old Town
- Marlowes Shopping Zone
- Hospital Zone
- Plough Zone

Note: Key Wildlife Corridors are shown in Figure 20.



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Figure 22

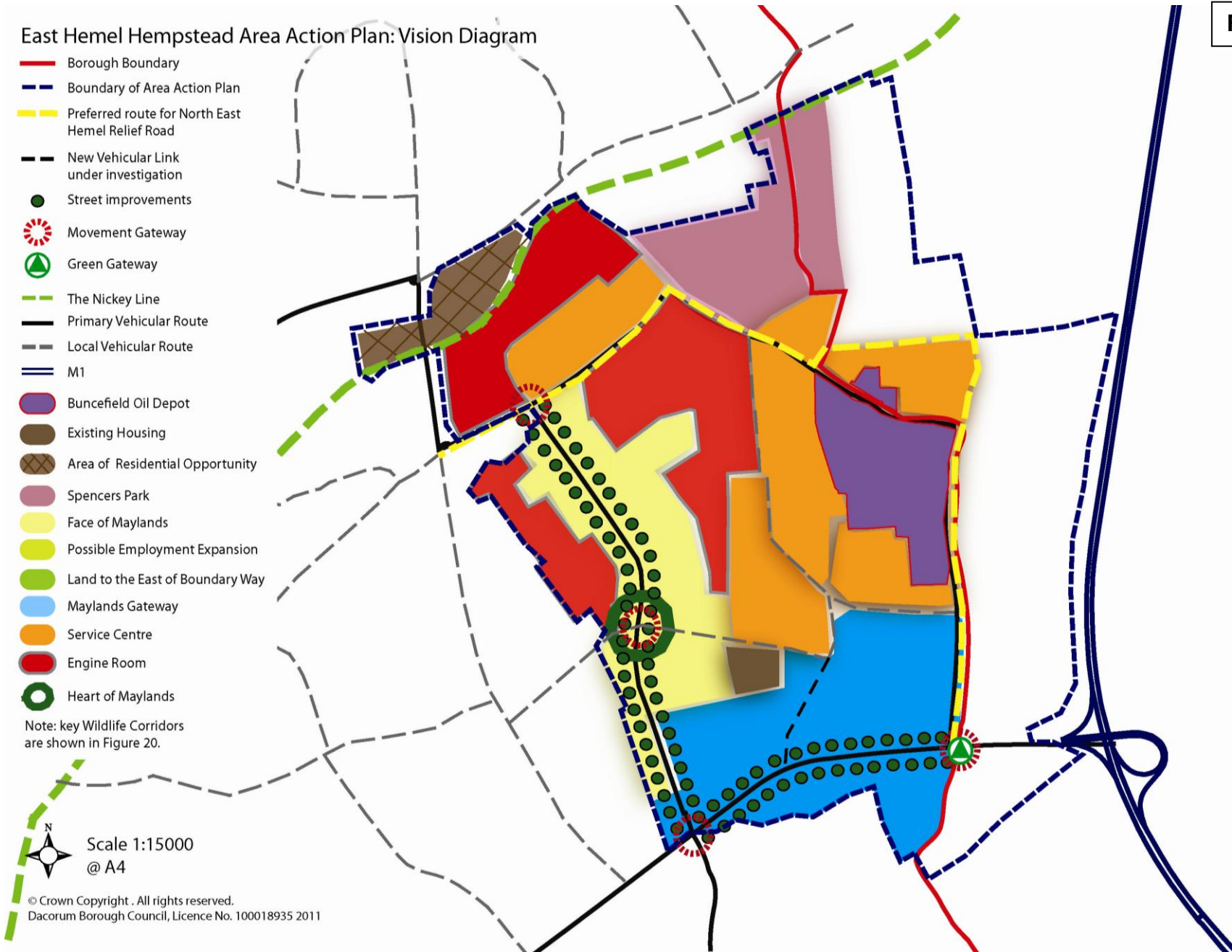
### East Hemel Hempstead Area Action Plan: Vision Diagram

- Borough Boundary
- - - Boundary of Area Action Plan
- - - Preferred route for North East Hemel Relief Road
- - - New Vehicular Link under investigation
- Street improvements
- ⊗ Movement Gateway
- ⊗ Green Gateway
- - - The Nickey Line
- Primary Vehicular Route
- - - Local Vehicular Route
- M1
- Buncefield Oil Depot
- Existing Housing
- Area of Residential Opportunity
- Spencers Park
- Face of Maylands
- Possible Employment Expansion
- Land to the East of Boundary Way
- Maylands Gateway
- Service Centre
- Engine Room
- Heart of Maylands

Note: key Wildlife Corridors are shown in Figure 20.

Scale 1:15000  
@ A4

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## 21. Berkhamsted Place Strategy

21.1. Berkhamsted is an attractive valley town, with a rich archaeological heritage, surrounded by the Chilterns Area of Outstanding Natural Beauty. It is the second largest settlement in the borough with a population of just over 18,500. The town is linear in character with the A4251, West Coast mainline, River Bulbourne and the Grand Union Canal running along the valley floor. Historically, development has spread along and up the valley sides. The historic core is large, densely built-up and contains many high quality and listed properties. The settlement is served by a town centre that provides an important district and service centre role and supports a thriving evening economy. A variety of businesses can be found in the town centre and in the employment areas around Billet Lane. Northchurch lies at the western end of the settlement. It retains a strong village character centred on St Mary's Church, and is served by a small local centre.

### The Vision

Berkhamsted is a sustainable and vibrant market town, where travel by non car use is promoted. It has accommodated new housing to meet the needs of local people, particularly more affordable housing and family homes, whilst maintaining the strong valley and linear character of the settlement, and protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne. The castle is protected and enjoyed. Open space is protected and more space has been provided. There are quality schools in both the public and private sectors. New development respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods. The town centre is an attractive commercial, cultural and social focal point of the settlement with a strong district shopping and service centre role. It has been maintained and enhanced together with the neighbourhood role of Northchurch local centre. Businesses are attracted and supported. Employment areas around Billet Lane provide local job opportunities and offer an attractive location for small to medium sized firms.

### Local objectives

- Provide around 1,180 new homes between 2006 and 2031.
- Bring forward the strategic site at Durrants Lane/Shootersway (Egerton Rothesay School) to deliver new homes, improvements to the school and informal leisure space for the community.
- Deliver 2 new primary age schools.
- Support the British Film Institute to consolidate on their site.
- Maintain the current level of employment provision.

## **Delivering the Vision**

- 21.2. Around 1,180 homes will be provided over the period 2006 – 2031, chiefly within the town boundary. A key priority will be maximising opportunities for affordable homes and family sized accommodation, especially in larger developments.
- 21.3. A significant amount of the future housing (around 180 homes) will be delivered through the strategic site at Durrants Lane / Shootersway (Egerton Rothesay). However, not all of the housing required can be achieved within the urban areas of the town and a local allocation has been identified at Hanburys, Shootersway.
- 21.4. Two new primary age schools are required in the town as an outcome of Hertfordshire County Council's assessment of school places in the borough. It would be prudent to plan for one 2 form entry school to the north west and another to the south east of Berkhamsted. The broad zones where new education provision will be directed to are illustrated in Figure 23.
- 21.5. There is also a need for further school capacity in the town on existing sites. Planning policy needs to be applied sensibly to allow for on-going investment and improvements to school capacity to take place and to ensure that the wider interests of the town are met.
- 21.6. New development must maintain the distinctive physical and historic character of the town and its valley setting, and will not be supported where it has an adverse impact on the sensitive open valley sides and ridge top locations. Views across the valley and along the valley floor will be safeguarded. A cautious approach will be taken to flood risk for development close to the canal embankment and any proposals will be subject to a flood risk assessment, and any necessary mitigation measures.
- 21.7. Open space and designated Open Land, particularly the river and canal corridor, will be protected and enhanced because of their contribution to the character of the town, for outdoor recreation, and as a biodiversity resource. The strategic site at Durrants Lane / Shootersway (Egerton Rothesay School) will secure additional informal open space and playing fields. The contribution from other smaller open areas (such as the remnants of hedgerows in the low-density residential neighbourhoods) will be protected to provide opportunities for a network of wildspace linking the centre to the edge of the town.
- 21.8. Opportunities to de-culvert the river and to enhance the chalk stream environment will be taken where appropriate. The canal is important in its own right and its character, history and built heritage, particularly in respect of wharfage, need to be protected.
- 21.9. The key district shopping and service role of the town centre will be maintained. The proposed redevelopment of the High Street / Water Lane site will deliver high quality buildings, a new supermarket and small shop units, and improved public car parking.

- 21.10. A baseline of around 7,700 jobs in the B-Class uses will be maintained to ensure an adequate supply of employment land that contributes towards the town's local economy, and maintains a reasonable balance between local homes and jobs.
- 21.11. The British Film Institute will be allowed to consolidate activities on their site. The designation of the site as a Major Developed Site in the Green Belt will enable some modest opportunities for infilling to take place. Better links will be sought between the Institute and the town to enable the film heritage and work of the Institute to be more readily appreciated locally.
- 21.12. The castle is an important landmark whose position and heritage will be protected. Visitors will be encouraged to make use of public transport access.
- 21.13. The careful location of new development and promoting opportunities for sustainable travel, including improved cycle routes and facilities (for example at the train station), will in part help tackle a number of parking and traffic issues in the town. An additional deck at the railway station car park and the development of the Water Lane / High Street site will also provide for a modest increase in spaces. Road improvements at the junction of Shootersway / Kingshill Way will be linked to new housing development.
- 21.14 Hertfordshire County Council has concluded that the New Road / Springfield Road link proposal aimed at relieving traffic through Northchurch would be expensive, with no overriding benefits to warrant its inclusion in the Local Transport Plan (LTP) programme. It will therefore not be funded by the highway authority. The County Council's preferred approach is to drop completion of the link road and instead address highway safety issues around St Mary's school and at the junction of New Road and High Street. This will be resolved through the Berkhamsted Urban Transport Plan and improvements implemented as funding opportunities arise. These highway safety improvements should help alleviate existing air quality issues in this part of Northchurch.

## Strategic Site

<b>Site reference</b>	Proposal SS1
<b>Site location</b>	Land at Durrants Lane / Shootersway, Berkhamsted (Egerton Rothesay School)
<b>Area (Ha)</b>	14.3
<b>Proposals</b>	Mixed use scheme: <ul style="list-style-type: none"> <li>• 180 new homes</li> <li>• Remodelling and extension of existing school</li> <li>• Dual use playing fields and community playing fields</li> <li>• Informal leisure space</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• To provide a mix of two storey housing including around 40% affordable homes, and informal open space.</li> <li>• A contribution must be made towards educational and community facilities.</li> </ul>

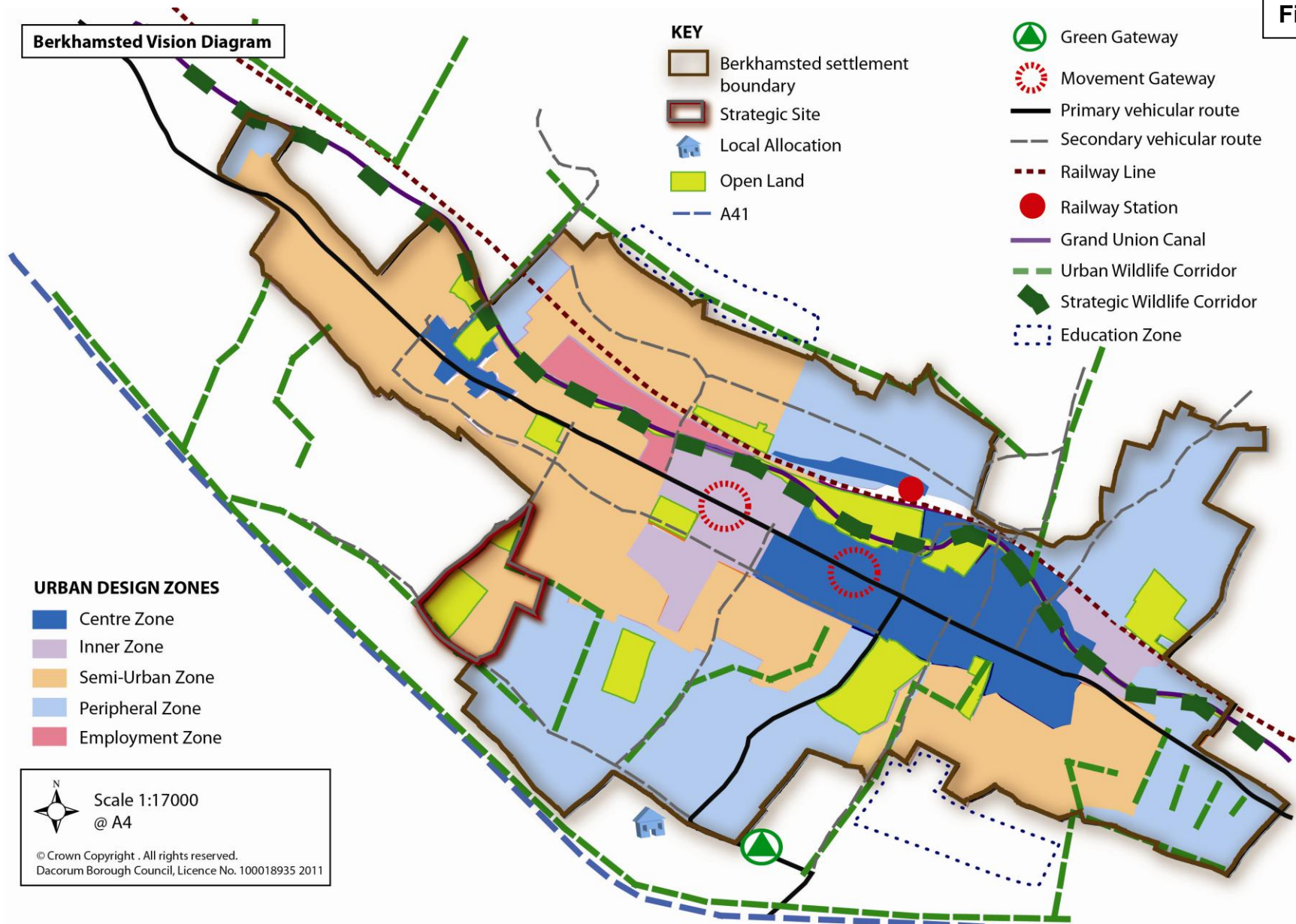
	<ul style="list-style-type: none"> <li>• The development is in a sensitive ridge top and edge of town location, adjacent to existing housing. The layout, design, density and landscaping must therefore safeguard the amenities of nearby housing and create a soft edge with the proposed leisure space and adjoining countryside.</li> <li>• The impact of the scheme on the local road network will need to be mitigated through promoting sustainable transport options, reinforcing pedestrian / cycle links through the site, and funding improvements to the Shootersway / Kingshill Way and Durrants Lane / High Street junctions.</li> <li>• The main access is to be taken from Shootersway and this could include a secondary access from Durrants Lane.</li> <li>• The impact of school traffic must be tackled by providing new drop off facilities for pupils and through preparing and submitting a Green Travel Plan.</li> <li>• Grim's Ditch is an important archaeological feature of the site. An archaeological assessment must set out measures to mitigate the impact of the development on it and the need to preserve remains in situ.</li> <li>• The development must secure funds for the refurbishment of the school on its existing site.</li> <li>• The scheme must secure additional areas of informal and formal leisure space and ensure their long term management. All formal leisure space should be made available for public use.</li> </ul>
<b><i>Delivery</i></b>	<ul style="list-style-type: none"> <li>• A comprehensive planning framework is needed to link the three main land uses and their timing i.e. housing, school with playing fields and new leisure space.</li> <li>• Development will be programmed in order to enable the completion of 180 homes and other uses by 2014/15</li> <li>• The priority is to deliver the school playing fields first. Housing will be phased to allow this to be delivered and to generate funds for refurbishment of the school.</li> <li>• The Masterplan provides a detailed planning framework sufficient to take forward the scheme through to a planning application.</li> <li>• The planning application will be processed under a Planning Performance Agreement.</li> <li>• Joint working with the landowners will ensure delivery of the scheme, secure necessary developer contributions and ensure that long term management of all open spaces, including Cox Dell and The Plantation, is in place.</li> <li>• The Council will work with Hertfordshire County Council to identify the level and type of contributions required towards sustainable transport measures, local highway</li> </ul>

	works and additional educational and community facilities.
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## Local Allocation

<b>Location reference</b>	Proposal LA4
<b>Site location</b>	Land at and to the rear of Hanburys, Shootersway, Berkhamsted.
<b>Proposals</b>	Around 60 new homes
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey housing including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must create a soft edge with the adjoining countryside and secure a long term Green Belt boundary. Development must respect the setting of the adjoining British Film Institute site.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable transport options, and funding improvements to the Shootersway / Kingshill Way junction. This will include securing additional land to improve the junction within the existing boundary.</li> <li>• The main access taken from Shootersway.</li> <li>• Access to the rear of Hanburys to be considered to allow for allotments and other possible uses.</li> </ul>
<b>Delivery</b>	The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.

Figure 23





## 22. Tring Place Strategy

### Context

- 22.1. Tring is a small, compact market town in the northwest of the borough with a population of around 11,500 (2001 Census). The town is surrounded by the Chilterns Area of Outstanding Natural Beauty set within the Tring Gap foothills, between the low-lying Aylesbury Vale and the northwest face of the Chiltern escarpment. The mainline station and the Grand Union Canal run along the north eastern edge of the town, near to the Tring Reservoirs Site of Special Scientific Interest (SSSI).
- 22.2. Tring has a backdrop of architecturally rich buildings typical of the Rothschild style. The town centre has a strong individual character with many shops and small businesses along the High Street and alleyways including a range of banks, restaurants, cafes, pubs, some specialist shops and a market place. The Zoological Museum and Tring Market Auctions are situated close to the town centre. There are also a variety of employment areas, the largest being Icknield Way Industrial Estate.

### The Vision

Tring remains a successful compact market town delivering a high quality of life and prosperity for its residents and business community. Its built and natural heritage has been retained and enhanced. Accessibility to services and facilities has been improved, whilst promoting sustainable forms of travel.

This has been achieved by delivering a greater range of high quality housing to suit long-term local needs that integrates with the character of the town. Small-scale business activity is encouraged and advantage taken of tourist attractions, such as the Zoological Museum, the town's green hinterland and Tring Reservoirs. Additional social facilities have also been sought for the young and elderly, with improved outdoor leisure facilities.

### Local Objectives:

- Provide around 480 new homes between 2006 and 2031.
- Provide new open space as part of development of the local allocation (Icknield Way, west of Tring).
- Extend Tring School by up to 2 forms of entry and deliver new detached playing fields.
- Safeguard unique uses, such as the Zoological Museum and the auction rooms.
- Maintain the current level of employment provision.

## Delivering the Vision

- 22.3. Tring will deliver around 480 new homes. This includes approximately 150 homes through a local allocation on the western edge of the town, together with affordable housing and new open space, including playing fields.
- 22.4. As a result of Hertfordshire County Council’s assessment of school places in the borough, Tring Secondary School will be extended by up to 2 forms of entry and new detached playing fields provided. The location of these playing fields will be identified through the Site Allocations DPD.
- 22.5. New development will maintain the distinctive compact nature of this market town, particularly the historic High Street and ‘Tring Triangle’; its countryside setting, and landscape features such as Tring Park and Tring Reservoirs. Views along the High Street and from Icknield Way will be safeguarded.
- 22.6. The town centre and the key local shopping and service functions in the town will be protected. Small-scale extensions or development to increase the amount of retail provision in the town centre will be allowed.
- 22.7. The three General Employment Areas (GEAs) within the town, Icknield Way, Akeman Street and Brook Street will be retained. Akeman Street will provide for a range of non-residential mixed uses, including social and community facilities, with replacement employment provision made through an extension to the Icknield Way GEA. Any future redevelopment of Heygates Mill will accommodate a wider mix of uses. Detailed requirements for these sites will be set out in the Site Allocations DPD.
- 22.8. Access to existing services and facilities will be improved by introducing new signage in the town centre and by making improvements to highway and footpath provision.
- 22.9. Care facilities for private and socially funded accommodation will be delivered in line with Health and Community Services recommendations.




















## Local Allocation

<b>Location reference</b>	Proposal LA5
<b>Site location</b>	Icknield Way, west of Tring
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Around 150 new homes.</li> <li>• Playing fields and open space.</li> <li>• Extension to the employment area in Icknield Way Industrial Estate.</li> <li>• Potential extension to the cemetery.</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey housing, including around 40% affordable homes.</li> </ul>

	<ul style="list-style-type: none"> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must create a soft edge with the Area of Outstanding Natural Beauty and secure a strong long term Green Belt boundary</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including pedestrian links onto Highfield Road.</li> </ul>
<b><i>Delivery</i></b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>

Figure 24

**Tring Vision Diagram**

- KEY**
-  Borough Boundary
  -  Tring settlement boundary
  -  Local Allocation
  -  Open Land
  -  Primary vehicular route
  -  Secondary vehicular route
  -  Green Gateway
  -  Movement Gateway
  -  Reservoirs
  -  Grand Union Canal
  -  A41
  -  Railway Line
  -  Urban Wildlife Corridor
  -  Strategic Wildlife Corridor
- Urban Design Zones**
-  Centre Zone
  -  Inner Zone
  -  Semi-Urban Zone
  -  Peripheral Zone
  -  Employment Zone



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## 23. Kings Langley Place Strategy

### Context

- 23.1. Kings Langley is a relatively large village, with a population of around 4,900, set in the attractive Upper Gade Valley and on the southern edge of the Chiltern Hills. The village is linear in character with the Grand Union Canal, River Gade and west coast mainline railway line running along the valley floor. Kings Langley is well connected to Hemel Hempstead, Watford and London via the A41 and M25. The village benefits from a good amount of open space, such as the Common. The historic core of the village, which contains many listed buildings, is the focus of the busy High Street which provides for most day to day needs. The majority of the village's employment land is located across the borough boundary in Three Rivers District.

### The Vision

Kings Langley remains a vibrant compact village, delivering a high quality of life for local residents and businesses. Its natural, historic and built heritage have been conserved, particularly in the context of its setting in the Gade Valley, the Grand Union Canal and village centre. Limited growth has helped support vitality of the village. Development is sympathetic to local character and has helped to secure more affordable and sustainable housing. The local centre remains the heart of the village and continue to deliver a range of local shops, services and facilities. Support has been given to local businesses, schools and community facilities, and important wildlife and biodiversity resources protected.

### Local Objectives:

- Provide around 110 new homes between 2006 and 2031.
- Support improvement of the secondary school's facilities.
- Maintain and enhance the role and character of the Grand Union Canal.

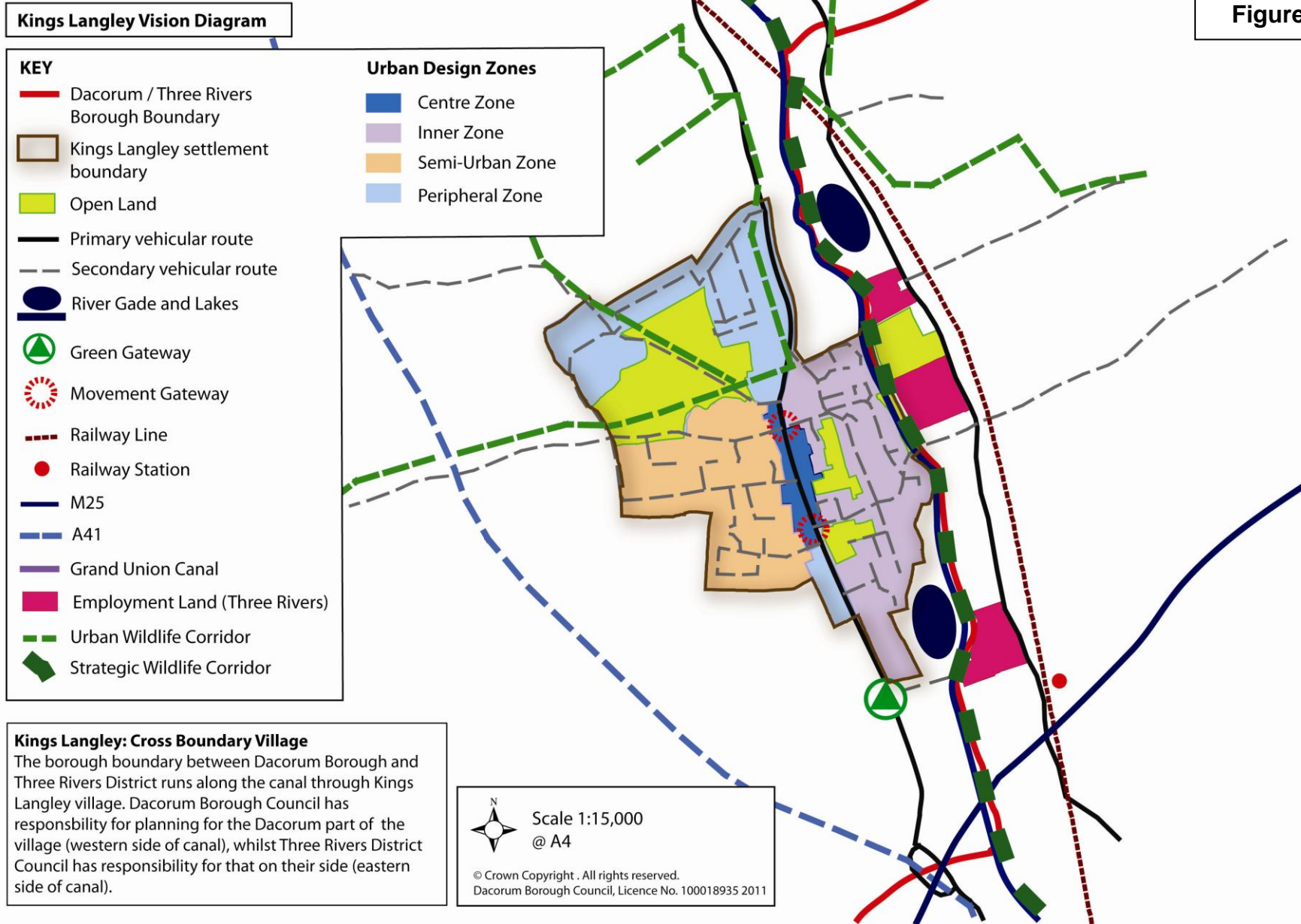
### Delivering the Vision

- 23.2. The sensitive location and compact nature of Kings Langley, together with the housing development planned in the Three Rivers part of the village limit both the opportunities and need for additional housing on the Dacorum side of the village. New housing will only take place within the boundaries of the village, which can accommodate around 110 dwellings. New housing will be expected to provide an appropriate mix of housing types and deliver a significant level of affordable housing.
- 23.3. New development will be consistent with the distinctive character of the village and will respect the conservation areas and the key views across the Gade Valley and

along the Canal. Open space and designated Open Land, particularly the river and canal corridor, will be protected and enhanced because of their contribution to the character of the village, for outdoor recreation, and as a biodiversity resource. The canal towpath also acts as an important movement corridor for pedestrians and cyclists.

- 23.4. The local shopping and service role of the village centre will be maintained. Developments that promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops uses safeguarded.
- 23.5. Sunderlands Yard plays an important role in providing local employment space, particularly yard space, which is in short supply. However, as it is located in a residential area, its redevelopment for housing or mixed use will be considered, provided existing uses are satisfactorily accommodated or relocated.
- 23.6. The majority of the employment land in the village is in the Three Rivers part of Kings Langley and comprises five estates. They are considered to be of good to average quality and are used for a mixture of warehousing, offices and light industrial units. While Three Rivers District Council plan the release of some of this land for housing, the remainder will provide an important source of local job opportunities and add to the vibrancy of the village.

Figure 25







## 24. Bovingdon Place Strategy

### Context

- 24.1. Bovingdon is a relatively large village, with a population of 4,600 (Census, 2001), set in gently undulating farmland in the south of the borough. The village has a vibrant centre characterised by historic buildings and a good provision of local shops, providing for most day-to-day needs. The village has good links to Hemel Hempstead and Chesham via the B405 (Chesham Road/Hempstead Road/Box Lane). To the northwest lies HMP The Mount and the disused Bovingdon Airfield that hosts popular Saturday and Bank Holiday markets. The village does not have any designated employment sites, although Bovingdon Brickworks, HMP The Mount and working farms around the edge of the village are important sources of local employment.

### The Vision

Bovingdon remains a vibrant compact village, delivering a high quality of life for local residents and businesses. Its natural, historic and built heritage have been conserved, particularly the village centre and its setting within gently undulating open countryside. Locally distinctive features such as The Dock have enhanced, and Bovingdon Brickworks protected. New housing development has helped to secure new open space for the village and a high level of affordable housing. The local centre remains the heart of the village and continues to deliver a range of local shops, services and facilities. Support has been given to the retention of local businesses, schools and community facilities. Existing wildlife and biodiversity resources on the outskirts of the village are protected.

### Local Objectives

- Provide around 130 new homes between 2006 and 2031.
- Provide new open space as part of development of the local allocation (Chesham Road / Molyneaux Avenue).
- Safeguard the unique employment uses, such as Bovingdon Brickworks and HMP The Mount.
- Resolve parking issues along the High Street.

### Delivering the Vision

- 24.2. The compact and built-up nature of the Bovingdon limits the opportunity for additional housing within the village. However, some additional housing is required to maintain its long term population and to ensure the continued viability of local services and facilities. The village will accommodate around 130 new homes. This

includes a local allocation for around 60 new homes on the edge of the village to the north of Chesham Road, east of Molyneaux Avenue. Development at this location will provide an element of affordable housing and an area of public open space. Other housing within the village boundary will be expected to contribute towards the local objectives. Consideration will be given to the most suitable location for the provision of a residential care home for the elderly and allotments to serve the village.

- 24.3. New development will maintain the distinctive character of the village and will respect the conservation area, other historic parts of the High Street and views from the Well at the southern end of the High Street. Bovingdon Green and outdoor leisure space will be protected because of the general under provision of this type of land in the village.
- 24.4. The local shopping and service role of the village centre will be maintained. Developments that promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops retained. Bovingdon Brickworks and HMP The Mount will be safeguarded as important sources of local employment.
- 24.5. The village suffers from congestion compounded by on-street parking. A long term solution will continue to be discussed with Hertfordshire County Council. In the meantime, the focus will continue to be upon traffic management and encouraging a higher level of trips by non-car modes.

## Local Allocation

<b>Location reference</b>	Proposal LA6
<b>Site location</b>	Chesham Road / Molyneaux Avenue
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Around 60 new homes</li> <li>• Open space</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two-storey housing including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must relate well to existing housing, create a soft edge with the adjoining countryside and secure a strong long term Green Belt boundary.</li> <li>• The impact on the local road network will be mitigated through the promotion of sustainable travel options.</li> </ul>
<b>Delivery</b>	The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.

Figure 26


**Bovingdon Vision Diagram**

**KEY**

-  Bovingdon settlement boundary
-  Borough Boundary
-  Local Allocation
-  Open Land
-  Primary vehicular route
-  Secondary vehicular route
-  Bovingdon Airfield
-  Bovingdon Prison 'The Mount'
-  Movement Gateway
-  The Green
-  Urban Wildlife Corridor

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Urban Zone
-  Peripheral Zone

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## 25. Markyate Place Strategy

### Context

- 25.1. Markyate is a relatively large village with a population of just over 2,700. It has developed along the line of the ancient Watling Street close to the source of the River Ver. The village chiefly evolved from a stagecoach stop along the route between London and the Midlands. Markyate enjoys a strong relationship with Luton and Dunstable to the north and Redbourn and Harpenden to the south east due to the proximity of the A5/M1.
- 25.2. While the River Ver passes through Markyate much of its course is culverted. The surrounding countryside lies in the Chilterns Area of Outstanding Natural Beauty. The historic parkland of Markyate Cell is located to the north east.
- 25.3. The High Street retains much of its distinctive 19<sup>th</sup> century form and is designated as a conservation area. Away from this historic core there are more recent, lower density residential developments.
- 25.4. The village has its own employment area, the Hicks Road industrial estate, and a small local centre along the High Street.

### The Vision

Markyate remains a vibrant and compact village, delivering a high quality of life for local residents and businesses. Improvements have been made to the range of services and facilities within the village, whilst protecting its historic core and its setting within the Ver Valley. The redevelopment of the Hicks Road employment area has created a new social and commercial focus for the village, consolidated local business opportunities and delivered more affordable homes, improved health care facilities and other services to complement the High Street. Existing wildlife and biodiversity resources are protected.

### Local Objectives:

- Provide around 200 new homes between 2006 and 2031.
- Regenerate the Hicks Road employment area to deliver premises for small to medium sized firms, new surgery building, a new public space for the village, more affordable homes and other commercial services that will complement the High Street.
- Protect the historic character of the High Street.

## Delivering the Vision

- 25.5. The character, nature and location of the village limit the options for development. Markyate will accommodate around 200 new homes within the village boundary. A key priority will be maximising opportunities for affordable homes and family sized accommodation. A substantial amount of the future housing will be achieved through redevelopment of the Hicks Road employment area.
- 25.6. Delivering the strategic site at Hicks Road industrial area is a key priority for Markyate. While the site provides an important source of local employment it is in need of regeneration. Existing employment activities on the site will be consolidated through a higher quality of accommodation and environment, and will seek to allow as many existing businesses as possible to stay. It will deliver a substantial number of homes for the village, including new affordable homes. It represents one of the few development opportunities to secure improvements to community facilities through the creation of a public space and in providing a replacement doctors surgery. The new public space will also help compensate for the current lack of open space within the village.
- 25.7. The lack of significant development opportunities in Markyate means there is limited scope to secure contributions towards sustainable transport measures and to ease peak time congestion. However, the redevelopment of Hicks Road does provide for a range of uses in a central location, will improve the environment for pedestrians and cyclists and links to the High Street, and secure a more attractive public car park. Improvements to Hicks Road itself will focus on a safer environment and route for all users rather than increasing its capacity.
- 25.8. New development will maintain the distinctive character of the village, particularly the high density and historic High Street and its valley setting, and respect landscape features such as Markyate Cell Park. Views along the High Street and from Pickford Road into the village centre and across the Ver Valley will be safeguarded.
- 25.9. Cheverell's Green adjoins the village and is of high ecological value. Its wildlife interest will be protected and enhanced. A number of private gardens contain historic and small scale features, such as old hedgerows and orchard trees that will be protected as an ecological resource. Restoration of part of the course of the River Ver through the Hicks Road site will create an opportunity for a new green corridor and bring improvements to flood management.
- 25.10. The key local shopping and service function of the village centre will be protected. The new commercial uses as part of the Hicks Road scheme will complement and reinforce this role.

## Strategic Site

<b>Site reference</b>	Proposal SS2
<b>Site location</b>	Land at Hicks Road, Markyate
<b>Area (Ha)</b>	3.0
<b>Proposals</b>	<p>Redevelopment of site for a mixed use scheme incorporating:</p> <ul style="list-style-type: none"> <li>• Business, light industrial (Class B1c) and storage and distribution units (Class B8).</li> <li>• 90 residential units.</li> <li>• Replacement surgery.</li> <li>• New public space.</li> <li>• Small A1/A2/A3/A4 units.</li> <li>• Replacement public car parking.</li> <li>• Residential care home.</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• Comprehensive development required that delivers employment, residential and community uses to meet the needs of the village.</li> <li>• Replacement of the existing Hicks Road surgery to be provided – building options to be investigated in consultation with the Primary Care Trust.</li> <li>• A mix of uses is acceptable including an element of Class B-uses. New commercial units created should be geared towards meeting the needs of small and medium enterprises (SMEs) and, where possible, to enable existing tenants to remain on site.</li> <li>• Ground floor retail uses will be acceptable where they meet local need and complement the existing retail offer within the village centre. Such uses to create a link to/extension of High Street into Hicks Road.</li> <li>• A mix of residential accommodation to be provided including predominantly two storey houses and apartments/flats.</li> <li>• 25% affordable housing to reflect the complexity of the site and level of other contributions sought.</li> <li>• Hicks Road to be kept open to through traffic and access for pedestrians and cyclists improved.</li> <li>• New public space to create a focus for the village, which should incorporate the River Ver as a feature.</li> <li>• The design and scale of new development to complement the local historic character and village setting.</li> <li>• Create village gateways at junction with High Street and Watling Street (A5) through landmark buildings, street furniture, and soft and hard landscaping.</li> <li>• A transport assessment is required to ensure the</li> </ul>


	<p>development will not adversely impact on the operation and safety of the A5.</p> <ul style="list-style-type: none"> <li>• Public car parking to be provided to serve the village, existing commercial uses and the new surgery. This should be conveniently linked to the High Street.</li> <li>• De-culvert the River Ver to create a landscaped corridor and assist in the delivery of sustainable drainage.</li> <li>• Retain and supplement landscaping to Watling Street frontage.</li> <li>• Retention of Sharose Court is acceptable.</li> <li>• Appropriate contributions must be made towards educational and community facilities.</li> </ul>
<b><i>Delivery</i></b>	<ul style="list-style-type: none"> <li>• Development will be programmed in order to enable the completion of 90 homes and other uses by 2013/14.</li> <li>• The Masterplan provides a detailed planning framework sufficient to take forward the scheme through to a planning application in 2011/12.</li> <li>• The planning application will be processed under a Planning Performance Agreement.</li> <li>• A phasing plan will demonstrate how the development will be delivered.</li> <li>• Joint working with the landowners will ensure delivery of the scheme and secure necessary developer contributions.</li> <li>• The Council will work with Hertfordshire County Council to identify the level and type of contributions required towards sustainable transport measures, local highway works and additional educational and community facilities.</li> <li>• The Council will work closely with the Primary Care Trust and landowner in delivering a new health facility.</li> <li>• The Council will liaise with the Environment Agency to ensure flooding, deculverting and drainage issues are addressed.</li> </ul>




Figure 27

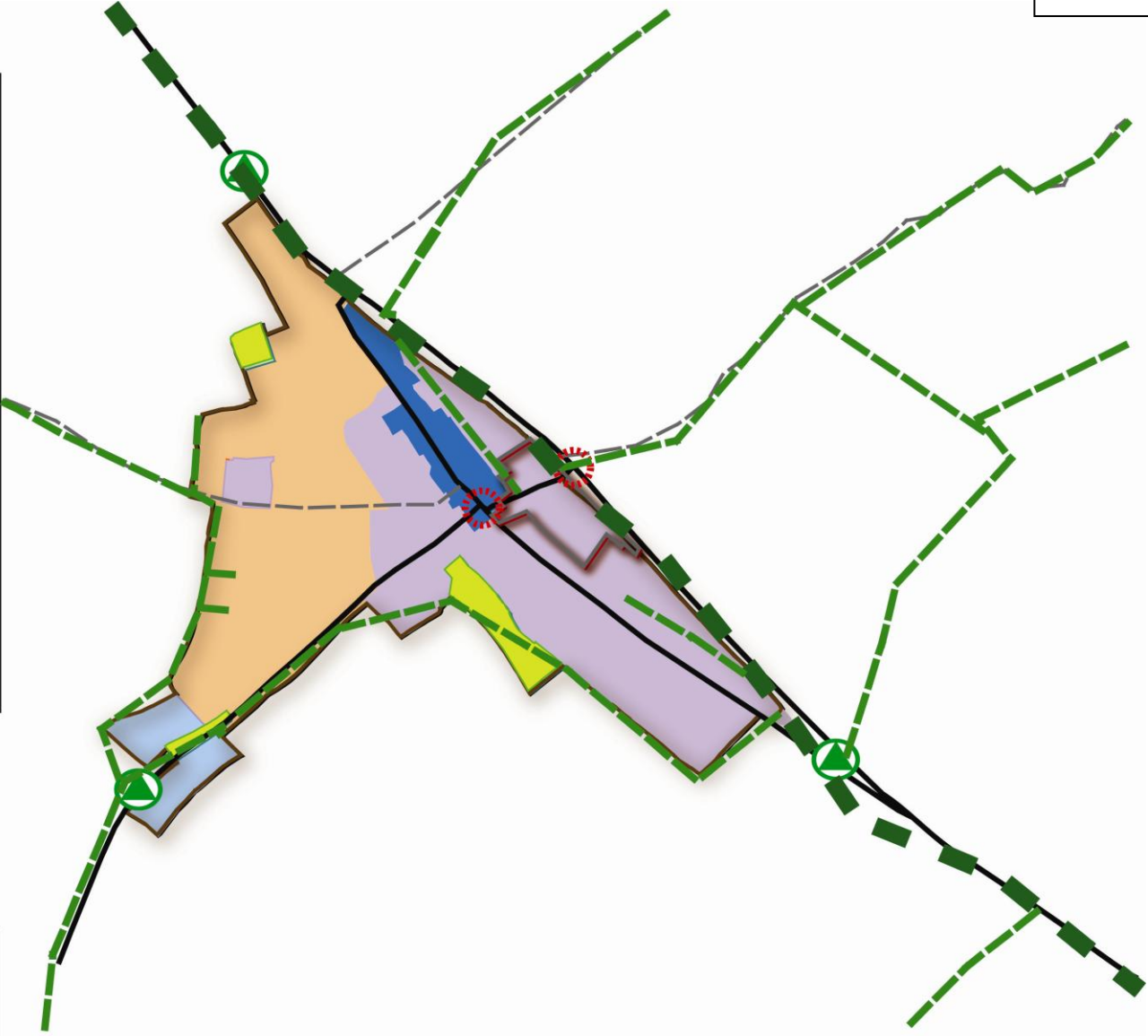
**Markyate Vision Diagram**

**KEY**

-  Markyate settlement boundary
-  Strategic Site
-  Open Land
-  Primary vehicular route
-  Secondary vehicular route
-  Green Gateway
-  Movement Gateway
-  Urban Wildlife Corridor
-  Strategic Wildlife Corridor

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Urban Zone
-  Peripheral Zone



 Scale 1:10,000  
@ A4

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## 26. Countryside Place Strategy

### Context

- 26.1. The countryside of Dacorum covers 178 sq kilometres and has a population of just over 13,250 people, occupying about 5,000 homes. The majority (86%) live in villages and hamlets, particularly the selected small villages of Aldbury, Long Marston, Wilstone, Chipperfield, Flamstead, Potten End and Wigginton.
- 26.2. The countryside is valued for its rich historic heritage and attractive landscape. But for a “living countryside” there is also a need to sustain land management and support people living in the villages with an appropriate range of services and access to nearby towns.
- 26.3. Agriculture is the most extensive business in terms of land use, although it has changed significantly in nature over the past 20 years. Most agriculture is arable, with some livestock farming. Whilst commercial farms are getting larger, small-scale ‘hobby farming’ and the demand for horse paddocks and ménages is on the increase, particularly on the urban fringe.

### The Vision

Dacorum’s countryside is sustainable, attractive, accessible and valued. The best and most distinctive features have been protected, and visually intrusive areas improved. Woodlands are well managed and provide a source of renewable fuel. The quality and flow of chalk streams has improved. There has been an increase in the numbers of countryside visitors arriving by public transport or bicycle. Changes in agriculture and the rural economy have been supported by appropriate development and sensitive management of the landscape. More food is sourced locally. New housing has helped support the rural workforce and meet local needs.

### Local Objectives:

- Provide around 420 new homes between 2006 and 2031.
- Support the rural economy, and particularly farming, local food production and sustainable tourism.
- Conserve and enhance the Chilterns Area of Outstanding Natural Beauty.
- Protect and enhance the landscape, habitats and biodiversity, particularly those that are rare or locally distinctive.
- Limit the impact of equine activities on the landscape.
- Protect tranquil parts of the countryside.

## Delivering the Vision

- 26.4. Although natural population growth cannot be accommodated due to policy and environmental constraints, around 420 new homes will be provided through small levels of infilling and changes of use, and the identification of rural exception sites.
- 26.5. New housing will be focused on the selected small villages. The precise level of housing development in each village will be based on an assessment of local need, character, size and setting. The qualities of all settlements will be recognised and protected(see Table 12). Conservation Area Statements, the Chilterns Buildings Design Guide and associated technical notes and local initiatives such as village design statements, will inform planning decisions.
- 26.6. The retention of village schools, shops, pubs, post offices, churches and meeting places, open space and other basic services and facilities will be supported through local initiatives, the imaginative use of buildings and through mixed use.
- 26.7. The policy of directing main traffic flows to primary routes and away from rural routes will be maintained. Local highway authority initiatives to manage the use of rural lanes and control traffic speeds will be supported. Schemes that promote non-car travel will be encouraged. These include community-based public transport, the creation of improved facilities at Tring station and the enhancement of national and local cycle and footpath networks.
- 26.8. Two locations are identified as Employment Areas in the Green Belt - Bovingdon Brickworks and Bourne End Mills. Any future development on these sites will need to balance economic considerations with the need to protect of the countryside. Support will be given to appropriate farm diversification schemes. The re-use of farm buildings will however be carefully controlled to ensure that they support the function of the farm unit, that additional traffic can be accommodated on local roads and they do not have a detrimental impact upon countryside character.
- 26.9. To ensure a prosperous countryside, the needs of farmers and others engaged in land management activities will be recognised and supported through planning policies and incentive schemes or grant aid. This aims to restore productive uses of woodland, improve farm economics, develop environmentally sustainable tourism and heritage conservation, and meet the challenges of climate change and rural community development. Initiatives to extend the area of farmland in Environmental Stewardship will be encouraged.
- 26.10. Infrastructure for agriculture and forestry is lacking in the borough and wider county, with livestock markets, abattoirs and grain stores located at substantial distances, adding to transport costs. Initiatives and facilities to support local food production and its sale will be encouraged. Demand for higher standards of animal welfare and food safety and the implications of the

resultant development on the countryside will be taken into account in planning decisions.

- 26.11. The potential for 'sustainable tourism' in the Chilterns is recognised and appropriate schemes that support this will be supported. A range of visitor accommodation is already available including hotels and bed and breakfast accommodation. The Grand Union Canal is an important historic, environmental and leisure asset. A number of boating facilities are available in the area and additional mooring basins will not be supported.
- 26.12. As the urban population grows, pressures on access to the countryside and key attractions such as Ashridge will increase. These 'honeypot' sites will be protected by careful management and alternative attractions promoted.
- 26.13. Productive farmland often comes right up to the settlement boundaries and there are relatively few of the problems usually associated with the urban fringe. There are still pockets of derelict land associated with Bovingdon Airfield, which is within the Green Belt and will in time revert back to their more natural state. This may involve retaining and recycling materials associated with its previous use and improving soil conditions.
- 26.14. The area's key landscape features and habitats, together with the broad approach to their protection and enhancement, are set out in section 16. Grasslands, such as chalk downland and water meadows, need grazing. Woods need to be managed through selective felling and coppicing of their timber. The aim is to secure co-ordinated land management and to support those sensitively engaged in appropriate management.
- 26.15. The impact of equine activities on the landscape will be mitigated in sensitive areas, especially the Chilterns Area of Outstanding Natural Beauty. The Chilterns Conservation Board provides good practice advice.
- 26.16. Problems associated with climate change will be recognised and their impacts mitigated – particularly in terms of nationally important habitats such as the Chiltern beechwoods and chalk streams.
- 26.17. Management of the water resource will tackle issues such as low flows and water quality in rivers. Rivers in the borough are currently in moderate condition in terms of their ecological status. The target will be to increase this to 'good' in accordance with the Water Framework Directive.
- 26.18. The tranquillity of the countryside will be recognised and protected. The impact of main transport routes in terms of noise and light and visual intrusion will be reduced through additional landscaping. Proposals to change aircraft routes, resulting in more traffic flying over the Chilterns at lower levels, will be opposed.

**Table 12: Characteristics of Small Villages and Hamlets**

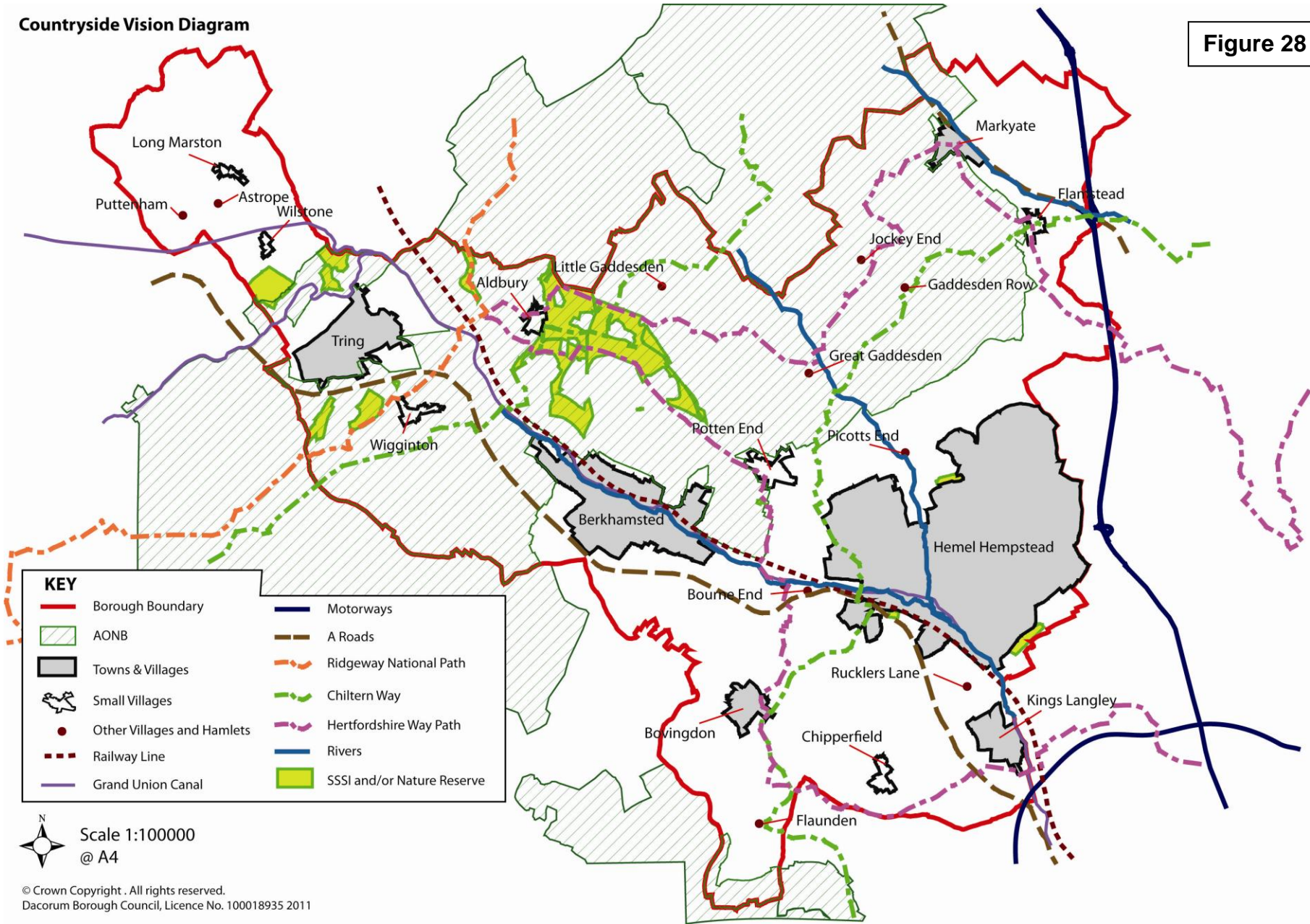
<b>Landscape Type</b>	<b>Small Village</b>	<b>Hamlet</b>
<b>Chilterns</b>		
<b>Scarpfoot</b>	<ul style="list-style-type: none"> <li>• Aldbury</li> </ul>	
<b>Valley Bottom</b>		<ul style="list-style-type: none"> <li>• Nettleden</li> <li>• Rucklers Lane</li> <li>• Piccotts End</li> <li>• Bourne End</li> <li>• Great Gaddesden</li> </ul>
<b>Plateau / Ridge</b>	<ul style="list-style-type: none"> <li>• Potten End</li> <li>• Wigginton</li> <li>• Chipperfield</li> <li>• Flamstead</li> <li>• Little Gaddesden</li> </ul>	<ul style="list-style-type: none"> <li>• Hudnall</li> <li>• Jockey End</li> <li>• Gaddesden Row</li> <li>• Flaunden</li> <li>• Ringshall</li> </ul>
<b>Boarscroft Vale (Beds and Cambridgeshire Claylands)</b>		
<b>Lowland Vale</b>	<ul style="list-style-type: none"> <li>• Long Marston</li> <li>• Wilstone</li> </ul>	<ul style="list-style-type: none"> <li>• Puttenham</li> <li>• Astrope</li> </ul>

Notes:

1. The list does not include all villages and hamlets within the borough and is used to show examples of settlements that occur in each landscape type.
2. Landscape type based on categorisation used in the Chilterns Buildings Design Guide (Chilterns Conservation Board, February 2010), with the addition of a 'Lowland Vale' category.
3. The difference between small villages and hamlets relates to the settlements' size and function. For the purposes of Policy CS7, Little Gaddesden is not defined as a small village in the Rural Area.

**Countryside Vision Diagram**

**Figure 28**



KEY	
	Borough Boundary
	AONB
	Towns & Villages
	Small Villages
	Other Villages and Hamlets
	Railway Line
	Grand Union Canal
	Motorways
	A Roads
	Ridgeway National Path
	Chiltern Way
	Hertfordshire Way Path
	Rivers
	SSSI and/or Nature Reserve

Scale 1:100000  
@ A4

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**PART C**

**IMPLEMENTATION  
AND DELIVERY**



# Delivery



# Implementation and Delivery

## Strategic objectives

- To co-ordinate the delivery of new infrastructure with development
- To ensure that all development contributes appropriately to local and strategic infrastructure requirements

## 27. Delivery

- 27.1 Although the Core Strategy is broken down into chapters focussing on different themes and places within the borough, it is important to view it as a whole document. This is especially critical when considering the delivery of the strategy, which at its heart has the vision and strategic objectives.
- 27.2 The delivery of the strategic objectives is embedded throughout the Core Strategy. The relevant strategic objectives are listed at the start of each chapter, and the mechanisms to achieve their delivery are listed below each section. These fall into 3 broad categories:
- a) Policy development through DPDs and other, non-planning, Council policies;
  - b) Supplementary guidance and advice; and
  - c) Public and private investment and partnership working.
- 27.3 Table A in Appendix 3 shows the relationship between the strategic objectives, the policies and the delivery mechanisms in more detail.
- 27.4 The effectiveness of the policies will be kept under review in the Annual Monitoring Report (AMR). Section 29 on monitoring provides further detail about this process.

### Partnership working

- 27.5 The policies and text within the Core Strategy are one of the key instruments for the delivery of the vision and strategic objectives. However, the Core Strategy does not work in isolation and its implementation is also contingent upon a number of delivery mechanisms (Appendix 3).
- 27.6 Partnership working with and between a range public, private and voluntary sector bodies will also be necessary. Partnership working should lead to a more efficient use of resources. It avoids duplication of effort and is likely to lead to a planning framework with aims that are compatible with the private sector and other public sector bodies, as well as many voluntary organisations. This way partnership working also reduces the reliance on public funding to start the implementation of some projects.

27.7 Two closely related examples of partnership working towards the delivery of the Core Strategy are Local Investment Plans (LIPs) and Local Area Agreements (LAAs). Local Investment Plans are agreements between Local Authorities and the Homes and Communities Agency (HCA) that set out the investment required to deliver the 'agreed vision and economic purpose of the place'. Local Area Agreements, which usually follow Local Investment Plans, set out the funding and resources that each partner organisation will invest in the area over time, and the outputs and outcomes expected from them. This type of partnership working is one of the key delivery mechanisms upon which the vision and strategic objectives are dependent.

27.8 In terms of infrastructure delivery the Council is, and will continue, working with infrastructure providers. This is being done through work for the Infrastructure Delivery Plan (IDP) and through the Local Strategic Partnership (LSP). A sub-group of the LSP helps ensure a co-ordinated and holistic approach to the delivery of key regeneration projects and infrastructure.

## **Key Projects**

27.9 Most of the major projects which are key to the delivery of the Core Strategy are located at Hemel Hempstead. Many of these projects have their roots in the Hemel 2020 Vision (now part of the Dacorum Development Programme), and are strengthened by the Core Strategy and other DPDs.

27.10 Delivery of the key projects is crucial for the fulfilment of the Council's regeneration aims which are embedded in the borough and Hemel Hempstead visions. The Hemel Hempstead Place Strategy, the Sustainable Development Strategy and other policies in the Core Strategy form the basic framework for their delivery. This will be developed through other documents such as the Hemel Hempstead Town Centre Masterplan, the East Hemel Hempstead Area Action Plan and the Site Allocations DPD to ensure that the appropriate planning principles and requirements are in place to ensure successful delivery.

## **Flexibility and Contingency**

27.11 Flexibility within planning policies is necessary to enable:

- adaptation to changing national advice and planning policies;
- adaptation to changing circumstances, particularly in terms of economic cycles, upon which the timing of development is dependent;
- a degree of robustness to fluctuating levels of public funding availability to 'kick-start' development;
- acclimatisation to new technology and/or evidence, for example new energy production technology; and

- adaptation to evolving Council priorities with regard to the aims for development in terms of requirements which represent a cost to developers<sup>47</sup>, and hence a potential constraint to development.

27.12 Flexibility has been built into the policies of the Core Strategy, whilst maintaining direction for development and guiding planning principles.

The key areas of flexibility within the Core Strategy are:

- **Meeting housing needs**
  - delivery of the housing supply is aimed at meeting the needs of the community in terms of location, quality, mix and affordability
  - Policy CS3 (Managing Selected Development Sites) allows for residential development on selected sites if certain trigger points are reached and conditions satisfied
  - identification of local allocations on the edge of settlements, allows changing housing and community needs to be reflected in future detailed planning requirements
- **Encouraging a healthy economy**
  - an indicative jobs target allows businesses to adapt to changing market conditions
  - the B-Class employment land floorspace targets are long term and can be adjusted if there are significant changes in the structure of the economy
  - there is broad support for development that helps to achieve sustainable economic growth, that aids the transition to a low carbon economy and for a green energy centre at Maylands Business Park - the detailed planning requirements are left to later DPDs
- **Encouraging sustainable developments**
  - Policy CS29 (Sustainable Design and Construction) relates to national guidance, allowing for adaptation to future changes
  - there is the option of paying into the Sustainability Offset Fund (Policy CS30) where development cannot meet requirements on site
- **Development viability**
  - The viability of development schemes will be tested on the basis of an open book financial appraisal and quantified using an agreed viability toolkit. The information presented in the Planning Obligations SPD and the Infrastructure Delivery Plan (IDP) will be used to ensure a consistent approach
- **Local approach**
  - the evidence takes a spatial approach to assessing needs and capacities within the borough, which can be updated as appropriate
  - the availability of infrastructure capacity will play a major role in determining the phasing and exact location of future development

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<sup>47</sup> For example developer contributions, affordable housing and meeting sustainable design and construction policies.

- **Holding sites in reserve**

- Reserve education and housing sites (local allocations) are identified for future use if required

27.13 The Core Strategy, and other related documents, plan for the period up to 2031. Whilst it is impossible to plan for every eventuality when working to a long timescale, it is possible, through flexibility and contingency planning, to have mechanisms in place for dealing with uncertainties. Contingency planning is closely linked to monitoring and flexibility and requires processes to be in place so that the Council and its partners can respond proactively if certain things do not happen as and when expected.

27.14 In addition to the flexibility embedded within the Core Strategy, there are a number of mechanisms in place to ensure key parts of the Core Strategy are delivered. These include:

- Policy CS17 (New Housing) includes a commitment from the Council to increase the supply of deliverable housing land if the rate of housing completions is particularly low and evidence shows that recovery of the situation is unlikely. In this instance the Council may release one of the local allocations.
- The release of one or more of the local allocations will also be linked to infrastructure capacities. If the development of a site, and associated infrastructure would help to alleviate some pressure on the existing infrastructure network then it may be released for development in accordance with Policy CS3 (Managing Selected Development Sites). However, if the development of a site would cause insurmountable problems for existing infrastructure its release will be delayed until the issues are resolved.
- The Site Allocations DPD will include reserve sites for two form entry primary schools at Hemel Hempstead, which will be released for development if and when required.
- The education zones designated at Berkhamsted define the areas of search for two new primary age schools to be built. Both sites will be capable of accommodating a two form entry school, but may operate as one form entry schools until more capacity is required.



# Infrastructure



## 28. Infrastructure

28.1. Successful delivery of the vision and strategic objectives also relies upon the timely provision of the infrastructure required to support new development. The term infrastructure covers a wide range of services and facilities provided by public and private agencies which supports other development. It includes:

- **Physical Infrastructure** – roads, public transport, pedestrian and cycle routes/paths, electricity, gas, water provision and treatment, sewerage and waste collection and disposal;
- **Social Infrastructure** – affordable housing, primary and secondary schools, nurseries, further education, primary and secondary healthcare, emergency services, sports and recreation facilities, community buildings, cultural facilities and places of worship and associated facilities; (see also Figure 14) and
- **Green Infrastructure** – the network of green space which connects towns and villages and the wider countryside. It can include green corridors, formal and informal open green spaces and waterways.

28.2. When development comes forward its impacts stretch from the very local to borough-wide and beyond, depending on the type and scale of the development. Infrastructure requirements can therefore be divided into three broad categories:

- **On-site infrastructure** – that needed to enable the development to be built and occupied (e.g. access road, foul drainage sewers);
- **Local infrastructure** – that needed to meet the day-to-day needs of the population arising from the development (e.g. schools, GP facilities, sports facilities); and
- **Strategic infrastructure** – that needed to enable the population of the borough to function (e.g. roads, sewerage, waste services).

### Infrastructure Requirements

28.3. An audit of the infrastructure required to deliver the Core Strategy has been provided by two pieces of technical work: the Hertfordshire Infrastructure and Investment Strategy<sup>48</sup> (HIIS) and the Dacorum Strategic Infrastructure Study (DSIS), which forms the basis of an Infrastructure Delivery Plan<sup>49</sup> (IDP) for the borough. Whilst both acknowledge that there are existing infrastructure deficits in the borough, their main focus is on the new demands created upon the borough's infrastructure by the planned level of new development.

28.4. The IDP is based on a detailed assessment of the infrastructure needs of Dacorum, and provides an indication of the specific requirements for the different types of infrastructure. The information is based first on the future plans and service requirements of infrastructure providers, and second according to standard provision

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<sup>48</sup> Hertfordshire Infrastructure and Investment Strategy. Atkins, October 2009

<sup>49</sup> Dacorum Strategic Infrastructure Study. URS, February 2011.

rates. The Council will work towards the effective implementation of the IDP, which will be updated and amended as necessary on an annual basis.

- 28.5. The technical work shows that there are no absolute constraints to the delivery of the development proposed in the Core Strategy in terms of infrastructure. The most pressing issue is that of sewage treatment infrastructure, which will need significant upgrades to serve the development proposed in the wider area, including that in Dacorum. The DSIS acknowledges that there is uncertainty around the funding of some items of infrastructure, particularly those that are reliant on Government funding or developer contributions. This uncertainty reinforces the importance of continuous liaison between the Council and infrastructure providers so that funding gaps can be identified and potential solutions can be explored.
- 28.6. Where allocated sites/locations generate specific infrastructure requirements these are outlined in the Development Plan Documents that address the sites, for example the Site Allocations DPD, the East Hemel Hempstead AAP and masterplans developed to guide the development of various sites. Infrastructure requirements will also be addressed on Neighbourhood Plans where these are prepared.

### **Developer Contributions**

- 28.7. Because new development creates new demands on infrastructure it is logical that developers should contribute towards improvements to existing, or the provision of new, infrastructure. These contributions will be used to mitigate the impacts of, and provide infrastructure to support, development.
- 28.8. Planning conditions, obligations and a Community Infrastructure Levy (CIL) charge will be used to ensure that developers make appropriate contributions towards the infrastructure required to support their development. CIL will be used to address the cumulative effects of development. However, S106 will continue to be used for some specific pieces of infrastructure. The Borough Council will collect contributions and distribute them to infrastructure providers as appropriate.
- 28.9. The precise amount that a developer is expected to contribute towards infrastructure will be determined on a case-by-case basis. All CIL development will be required to contribute towards infrastructure in accordance with the rates set out in the CIL charging schedule as a minimum. Additional contributions may be required to provide the supporting on-site, local and strategic infrastructure.
- 28.10. If a development is rendered unviable by the combined demands of the policies that impose a cost on developers, the Council will give consideration to relaxing one or more of the policy requirements. This approach will be applied as an exception, where the development is necessary for the delivery of the Core Strategy and the key infrastructure required for its support is provided.
- 28.11. Affordable housing is a type of social infrastructure and as such its provision will be required by Policy CS35 below, in line with Policy CS19 Affordable Housing.

### **Policy CS35: Infrastructure and Developer Contributions**

All development will provide or contribute to the provision of the on-site, local and strategic infrastructure required to support the development. This may be provided in-kind or through financial contributions.

Supporting infrastructure should be provided in advance of, or alongside the development, unless there is existing capacity. Appropriate phasing for the delivery of infrastructure will be decided on a case by case basis.

Financial contributions will be used in accordance with needs set out in the Infrastructure Delivery Plan

Development will not be permitted to breach critical infrastructure capacity limits.

#### **Monitoring:**

<b>Indicator</b>	<b>Target</b>
Monies received from developer contributions and spent	-

#### **Delivery will be achieved by:**

- designation of sites and their infrastructure requirements through the Site Allocations DPD and the East Hemel Hempstead AAP;
- the Development Management DPD;
- application of the Planning Obligations SPD (until superseded);
- masterplans for strategic sites;
- implementation and monitoring of the Infrastructure Delivery Plan (IDP);
- implementation of a Community Infrastructure (CIL) charge; and
- partnership working with infrastructure providers.



# Monitoring





## 29. Monitoring

- 29.1. Effective monitoring is a key part of the planning system. Monitoring will determine whether the Council's planning policies are being delivered as intended, having the desired outcomes and whether they are successful in responding to changing needs and circumstances. The steps in an effective monitoring approach are to:
- establish objectives;
  - develop policies to meet those objectives;
  - decide upon indicators which can be used to measure performance;
  - set targets; and
  - monitor and review progress.
- 29.2. Monitoring will also assess whether there are any significant environmental effects which arise from the implementation of the Council's planning policies: this is a requirement under Strategic Environmental Assessment (SEA) regulations.
- 29.3. An Annual Monitoring Report (AMR) will be published in December each year and will outline performance against a range of indicators. Indicators relevant to the performance of Core Strategy policies are identified at the end of each section. They describe what will be measured and, where practicable, they are accompanied by a quantifiable target which states what should be achieved. Where a quantifiable target is not appropriate, a desirable trend will still be evident. The AMR monitors the attainment of targets and direction of trends in order to assesses the effectiveness of local planning policies.
- 29.4. Monitoring allows the Council to respond positively when targets are not being met, or trends are going in the wrong direction. Some policies contain a trigger point for such a response. The housing trajectory in Appendix 2 compares past and estimated future housing completions with the planned build rate. The trajectory helps to analyse whether or not housing delivery is on track. The AMR will report on all these and set out any remedial action needed.
- 29.5. The monitoring framework will be integrated with county-wide and Sustainable Community Strategy needs. A shared approach will help to use resources efficiently and to ensure the accuracy of information. Progress on targets in the Sustainable Community Strategy is reported separately.
- 29.6. A monitoring framework will inform the infrastructure planning process. It will keep a check on developer contributions and how they are being used to provide new infrastructure in accordance with the Infrastructure Delivery Plan (IDP).



**PART D**

# **APPENDICES**



# Appendix 1



## Appendix 1: Schedule of Superseded Policies

Superseded		Replaced By	
<b>SUSTAINABLE DEVELOPMENT OBJECTIVES</b>			
Policy 1	Sustainable Development Framework	All	
<b>DEVELOPMENT STRATEGY</b>			
Policy 2	Towns	Policy CS1	Distribution of Development
Policy 3	Large Villages	Policy CS1	Distribution of Development
Policy 4	The Green Belt	Policy CS5	The Green Belt
Policy 5	Major Developed Sites in the Green Belt	Policy CS5	The Green Belt
Policy 6	Selected Small Villages in the Green Belt	Policy CS6	Selected Small Villages in the Green Belt
Policy 7	The Rural Area	Policy CS7	Rural Area
Policy 8	Selected Small Villages in the Rural Area	Policy CS1	Distribution of Development
		Policy CS2	Selection of Development Sites
		Policy CS7	Rural Area
<b>URBAN STRUCTURE</b>			
Policy 9	Land Use Division in Towns and Large Villages	Policy CS4	The Towns and Large Villages
<b>DEVELOPMENT CONTROL</b>			
Policy 11	Quality of Development	Policy CS5	Green Belt
		Policy CS7	Rural Area
		Policy CS8	Sustainable Transport
		Policy CS9	Management of Roads
		Policy CS10	Quality of Settlement Design
		Policy CS11	Quality of Neighbourhood Design
		Policy CS12	Quality of Site Design
		Policy CS13	Quality of the Public Realm
		Policy CS25	Landscape Character
		Policy CS26	Green Infrastructure
		Policy CS27	Quality of the Historic Environment
		Policy CS29	Sustainable Design and Construction
		Policy CS31	Water Management

		Policy CS32 Air, Water and Soil Quality
<b>HOUSING</b>		
Policy 14	Housing Strategy	Policy CS17 New Housing
Policy 16	Supply of New Housing	Policy CS17 New Housing
Policy 17	Control Over Housing Land Supply	Policy CS17 New Housing
Policy 20	Affordable Housing	Policy CS19 Affordable Housing
Policy 25	Affordable Housing in the Green Belt and Rural Area	Policy CS5 Green Belt Policy CS6 Selected Small Villages in the Green Belt and Rural Area Policy CS3 Managing Selected Development Sites Policy CS7 Rural Area Policy CS19 Affordable Housing
<b>EMPLOYMENT</b>		
Policy 29	Employment Strategy and Land Supply	Policy CS14 Economic Development Policy CS15 Office, Research, Industry, Storage and Distribution
Policy 30	Control of Floorspace on Employment Land	Policy CS14 Economic Development Policy CS15 Office, Research, Industry, Storage and Distribution
Policy 35	Land at North East Hemel Hempstead	Policy CS1 Distribution of Development Policy CS14 Economic Development Policy CS15 Office, Research, Industry, Storage and Distribution
Policy 36	Provision for Small Firms	Policy CS15 Office, Research, Industry, Storage and Distribution
<b>SHOPPING</b>		
Policy 38	The Main Shopping Hierarchy	Policy CS4 The Towns and Large Villages Policy CS15 Office, Research, Industry, Storage and Distribution
Policy 39	Uses in Town and Local Centres	Policy CS4 The Towns and Large Villages Policy CS16 Shops and Commerce



Policy 40	The Scale of Development in Town and Local Centres	Policy CS1 Distribution of Development Policy CS8 Sustainable Transport Policy CS9 Management of Roads Policy CS10 Quality of Settlement Design Policy CS11 Quality of Neighbourhood Design Policy CS12 Quality of Site Design Policy CS14 Economic Development Policy CS15 Office, Research, Industry, Storage and Distribution
Policy 41	New Shopping Development in Town and Local Centres	Policy CS1 Distribution of Development Policy CS8 Sustainable Transport Policy CS14 Economic Development Policy CS15 Office, Research, Industry, Storage and Distribution
<b>TRANSPORT</b>		
Policy 49	Transport Planning Strategy	Policy CS8 Sustainable Transport Policy CS9 Management of Roads
Policy 50	Transport Schemes and Safeguarding of Land	Policy CS9 Management of Roads
Policy 52	The Road Hierarchy	Policy CS9 Management of Roads
Policy 53	Road Improvement Strategy	Policy CS9 Management of Roads
<b>SOCIAL AND COMMUNITY FACILITIES</b>		
Policy 67	Land for Social and Community Facilities	Policy CS23 Social Infrastructure
Policy 68	Retention of Social and Community Facilities	Policy CS23 Social Infrastructure
Policy 70	Social and Community Facilities in New Developments	Policy CS23 Social Infrastructure
<b>LEISURE AND TOURISM</b>		
Policy 72	Land for Leisure	Policy CS2 Selection of Development Sites Policy CS23 Social Infrastructure
Policy 88	Arts, Cultural and Entertainment Facilities	Policy CS23 Social Infrastructure Policy C13 Quality of the Public Realm
Policy 89	Dual Use and Joint Provision of Leisure Facilities	Policy CS23 Social Infrastructure
<b>ENVIRONMENT</b>		

Policy 96	Landscape Strategy	Policy CS24 Chilterns Area of Outstanding Natural Beauty Policy CS25 Landscape Character Policy CS26 Green Infrastructure
Policy 98	Landscape Regions	Policy CS25 Landscape Character
Policy 107	Development in Areas of Flood Risk	Policy CS31 Water Management
Policy 114	Historic Parks and Gardens	Policy CS25 Landscape Character Policy CS27 Quality of the Historic Environment
Policy 115	Works of Art	Policy CS13 Quality of the Public Realm
Policy 117	Areas of Special Restraint	Policy CS3 Managing Selected Development Sites
Policy 122	Energy Efficiency and Conservation	Policy CS12 Quality of Site Design Policy CS28 Renewable Energy Policy CS29 Sustainable Design and Construction Policy CS30 Sustainability Offset Fund
Policy 123	Renewable Energy	Policy CS28 Renewable Energy Policy CS29 Sustainable Design and Construction Policy CS30 Sustainability Offset Fund
Policy 124	Water Conservation and Sustainable Drainage Systems	Policy CS31 Water Management
<b>MONITORING AND IMPLEMENTATION</b>		
Policy 130	Monitoring of the Plan	-
<b>PART 4</b>		
Hemel Hempstead Town Centre Strategy		Hemel Hempstead Place Strategy Policy CS33 Hemel Hempstead Urban Design Principles
Berkhamsted Town Centre Strategy		Berkhamsted Place Strategy
Tring Town Centre Strategy		Tring Place Strategy

# Appendix 2



## Housing Trajectory

**Table 2.1 Summary of housing supply 2010 - 2031**

	0 - 5 years					6 - 10 years					11 - 15 years					15 - 20 years						
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30		2030/31
<b>DBLP rate (@443 pa)</b>	443	443	443	443	443	443	443	443	443	443	443	443	443	444	444	444	444	444	444	444	9311	
<b>(a) Defined sites:</b>																						
PPs (large sites)	360	462	231	158	100																1311	
PPs (small sites)	40	40	40	40	39																199	
PPs (conversions)	25	25	25	25	26																126	
Legal agreements		112	154	115	150																531	
SHLAA (not with pp):																					0	
years 0-5	0	40	100	261	391																792	
years 6-10						401	277	272	265	171											1386	
years 11-15											90	173	150	150	150						713	
years 16-20																78	109	80	111	110	488	
DBLP (not pp and not SHLAA)				5	5	5	5	5	5	5											0	
Targeted loss of open land:																					0	
HHFC(See Site Allocation H/h50)											32	32									64	
Conv emp land (Frogmore Road and Sunderlands yard)											30	40									70	
<b>Sub total</b>	<b>425</b>	<b>679</b>	<b>555</b>	<b>604</b>	<b>711</b>	<b>406</b>	<b>277</b>	<b>277</b>	<b>265</b>	<b>176</b>	<b>152</b>	<b>205</b>	<b>190</b>	<b>150</b>	<b>150</b>	<b>78</b>	<b>109</b>	<b>80</b>	<b>111</b>	<b>110</b>	<b>0</b>	<b>5710</b>
<b>(b) Defined locations:</b>																					0	
Maylands (target 500 i.e. including Heart of Maylands (AE47)).						30	30	40	50	60	60				25	25	20	20	20	20	400	
HHTC (target of 600 including HH General Hospital)											70	110	100	40	40	40	40	40	40	40	600	
G and T pitches				20						15					15					9	59	
Rural sites for affordable homes						15			15				15				15	15			105	
<b>Sub total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>40</b>	<b>65</b>	<b>75</b>	<b>130</b>	<b>125</b>	<b>100</b>	<b>40</b>	<b>70</b>	<b>65</b>	<b>65</b>	<b>75</b>	<b>75</b>	<b>69</b>	<b>75</b>	<b>1164</b>
<b>(c) Undefined locations:</b>																					0	
Windfall (small sites at 94 dpa)	0	0	0	0	0	0	0	0	0	0	0	94	94	94	94	94	94	94	94	94	940	
<b>Sub total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>940</b>	
<b>Total</b>	<b>425</b>	<b>679</b>	<b>555</b>	<b>624</b>	<b>711</b>	<b>451</b>	<b>307</b>	<b>317</b>	<b>330</b>	<b>251</b>	<b>282</b>	<b>424</b>	<b>384</b>	<b>284</b>	<b>314</b>	<b>237</b>	<b>268</b>	<b>249</b>	<b>280</b>	<b>273</b>	<b>169</b>	<b>7814</b>
<b>Greenfield requirement</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>1550</b>
<b>Grand Total</b>	<b>425</b>	<b>679</b>	<b>555</b>	<b>624</b>	<b>711</b>	<b>451</b>	<b>307</b>	<b>317</b>	<b>330</b>	<b>251</b>	<b>282</b>	<b>579</b>	<b>539</b>	<b>439</b>	<b>469</b>	<b>392</b>	<b>423</b>	<b>404</b>	<b>435</b>	<b>428</b>	<b>324</b>	<b>9364</b>

**Notes:**

1. All figures as at 1.4.10.
2. The table is based on an amended housing supply as originally set out in the DBC Housing Land Availability Paper (July 2011).
3. A detailed breakdown of individual sites and locations is set out in the DBC Housing Land Availability Paper (July 2011).
4. The table excludes windfall sites in the first 10 years of the housing supply.

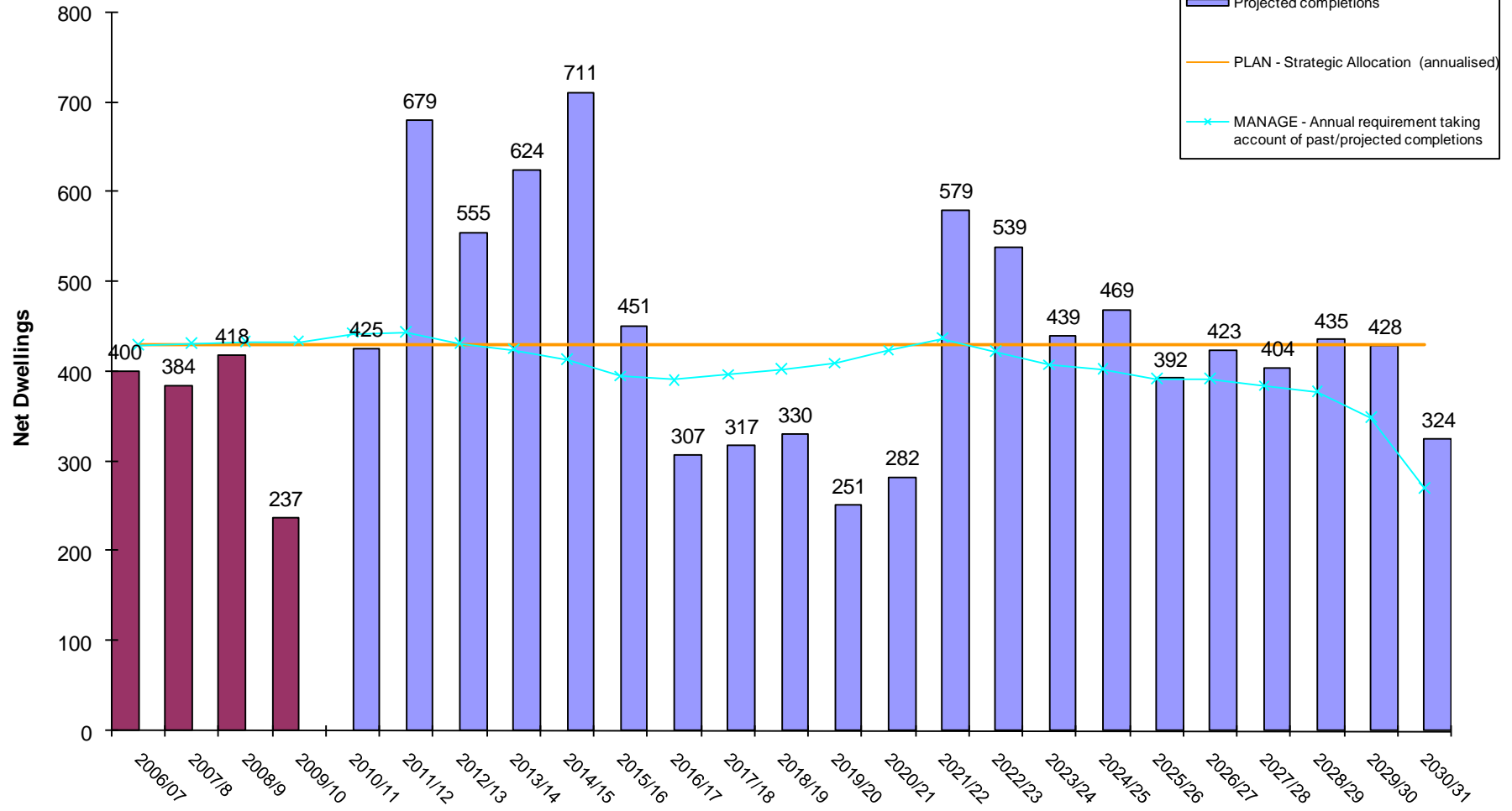
**Table 2.2 Source data for the housing trajectory 2006 - 2010**

Period 2006 - 2031	COMPLETIONS				PROJECTIONS																				
	2006/07	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Past completions (allocated and unallocated)	400	384	418	237																					
Projected completions					425	679	555	624	711	451	307	317	330	251	282	579	539	439	469	392	423	404	435	428	324
Cumulative Completions	400	784	1202	1439	1864	2543	3098	3722	4433	4884	5191	5508	5838	6089	6371	6950	7489	7928	8397	8789	9212	9616	10051	10479	10803
PLAN - Strategic Allocation (annualised)	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430	430
MONITOR - No. of dwellings above or below cumulative allocation	-30	-76	-88	-281	-286	-37	88	282	563	584	461	348	248	69	-79	70	179	188	227	189	182	156	161	159	53
MANAGE - Annual requirement taking account of past/projected completions	430	431	433	434	443	444	432	425	413	395	391	397	403	409	424	438	422	408	403	392	392	385	378	350	271

**Notes:**

1. All figures as at 1.4.10.
2. The table is based on an amended housing supply as originally set out in the DBC Housing Land Availability Paper (July 2011).
3. A detailed breakdown of individual sites and locations is set out in the DBC Housing Land Availability Paper (July 2011).
4. The table excludes windfall sites in the first 10 years of the housing supply.
5. Source of completions is the DBC Residential Land Position Statements.

**Graph 2.1  
Housing Trajectory 2006-2031**





# Appendix 3



### Appendix 3: Delivery Mechanisms for the Vision and Strategic Objectives

Strategic Objective	Policy(ies)	Delivery mechanisms
To promote healthy and sustainable communities and a high quality of life.	All policies in the Core Strategy work towards achieving these objectives.	All delivery mechanisms work towards achieving these objectives
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.	CS1 Distribution of Development CS2 Selection of Development Sites CS6 Selected Small Villages in the Green Belt CS8 Sustainable Transport CS9 Management of Roads	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Infrastructure Delivery Plans</li> <li>• Partnership working</li> <li>• Working with the Highway Authority</li> <li>• Local Transport Plan</li> <li>• Urban Transport Plans</li> <li>• Site and area-based travel plans</li> </ul>

		<ul style="list-style-type: none"> <li>• Accessibility Zones and Car Parking Standards</li> <li>• Dacorum Development Programme</li> <li>• Environmental Guidelines for the Management of Highways in the Chilterns (produced by the Chilterns Conservation Board)</li> </ul>
<p>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.</p>	<p>CS1 Distribution of Development  CS2 Selection of Development Sites  CS14 Economic Development  CS16 Shops and Commerce  CS33 Hemel Hempstead Town Centre  CS34 Maylands Business Park</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Infrastructure Delivery Plan</li> <li>• Partnership working</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Marlowes Shopping Zone Improvements Plan</li> <li>• Dacorum Development Programme</li> <li>• Maylands Masterplan</li> <li>• Maylands Gateway Development Brief</li> <li>• Heart of Maylands Development Brief</li> </ul>

<p>To conserve and enhance the function and character of the market towns, villages and countryside.</p>	<p>CS1 Distribution of Development  CS2 Selection of Development Sites  CS4 The Towns and Large Villages  CS5 Green Belt  CS6 Selected Small Villages in the Green Belt  CS7 Rural Area  CS14 Economic Development  CS15 Office, Research, Industry, Storage and Distribution  CS16 Shops and Commerce  CS24 The Chilterns Area of Outstanding Natural Beauty  CS25 Landscape Character  CS26 Green Infrastructure  CS27 Quality of the Historic Environment</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Masterplans for Strategic Sites</li> <li>• Landscape Character Assessments SPG</li> <li>• Conservation Area Appraisals and subsequently the Historic Environment SPD</li> <li>• Urban Design SPD</li> <li>• Infrastructure Delivery Plan</li> <li>• Partnership working</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Reviewing and maintaining inventories of historic assets</li> <li>• Green Infrastructure and Green Space Strategies</li> <li>• Biodiversity Action Plan</li> <li>• Management Plan for the Chilterns Area of Outstanding Natural Beauty</li> <li>• Chilterns Buildings Design Guide and associated technical notes</li> </ul>
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		<ul style="list-style-type: none"> <li>• Encouraging take-up of agri-environment grants</li> <li>• Support of countryside management initiatives</li> </ul>
To ensure the effective use of existing land and previously developed sites.	<p>CS2 Selection of Development Sites</p> <p>CS4 The Towns and Large Villages</p> <p>CS17 Housing Programme</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Masterplans for Strategic Sites</li> <li>• Partnership working</li> <li>• Council's Housing Strategy</li> </ul>
To create safe and attractive environments through high quality design.	<p>CS6 Selected Small Villages in the Green Belt</p> <p>CS10 Quality of Settlement Design</p> <p>CS11 Quality of Neighbourhood Design</p> <p>CS12 Quality of Site Design</p> <p>CS13 Quality of the Public Realm</p> <p>CS24 The Chilterns Area of Outstanding Natural Beauty</p> <p>CS25 Landscape Character</p> <p>CS26 Green Infrastructure</p> <p>CS27 Quality of the Historic Environment</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Master plans for Strategic sites</li> <li>• Residential Character Area Appraisals and subsequently Urban Design Assessment</li> </ul>

	CS33 Hemel Hempstead Town Centre	<p>SPD</p> <ul style="list-style-type: none"> <li>• Conservation Area Appraisals and subsequently the Historic Environment SPD</li> <li>• Landscape Character Assessments</li> <li>• Car Parking Standards</li> <li>• Marlowes Shopping Zone Improvements Plan</li> <li>• Green Infrastructure and Green Space Strategies</li> <li>• Chilterns Buildings Design Guide and associated technical notes</li> <li>• Reviewing and maintaining inventories of historic assets</li> <li>• Partnership working</li> </ul>
<p>Promote a vibrant and prosperous economy</p> <p>To strengthen confidence in Hemel Hempstead's role as a thriving sub-regional business centre and shopping hub.</p>	<p>CS14 Economic Development</p> <p>CS15 Office, Research, Industry, Storage and Distribution</p> <p>CS16 Shops and Commerce</p> <p>CS33 Hemel Hempstead Town</p> <p>CS34 Maylands Business Park</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Partnership working</li> <li>• Marlowes Shopping Zone Improvements Plan</li> </ul>

		<ul style="list-style-type: none"> <li>• Dacorum Development Programme</li> <li>• Maylands Masterplan</li> <li>• Maylands Gateway Development Brief</li> <li>• Heart of Maylands Development Brief</li> </ul>
<p>To develop the Maylands Business Park as a leader of “green enterprise” and focus for the low carbon economy.</p>	<p>CS14 Economic Development CS28 Renewable Energy</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Use of the carbon compliance tool</li> <li>• Use of the Sustainability Offset Fund</li> <li>• Partnership working</li> <li>• Dacorum Development Programme</li> <li>• Maylands Masterplan</li> <li>• Maylands Gateway Development Brief</li> <li>• Heart of Maylands Development Brief</li> <li>• Local Development Orders (LDOs)</li> </ul>



<p>To maintain commercial enterprise and employment opportunities in the market towns and large villages.</p>	<p>CS1 Distribution of Development  CS4 The Towns and Large Villages  CS14 Economic Development  CS15 Office, Research, Industry, Storage and Distribution  CS16 Shops and Commerce</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Partnership working</li> <li>• Dacorum Development Programme</li> </ul>
<p>To support rural enterprise.</p>	<p>CS1 Distribution of Development  CS5 Green Belt  CS6 Selected Small Villages in the Green Belt  CS7 Rural Area  CS14 Economic Development</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Partnership working</li> </ul>
<p>To provide a mix of new homes to meet the needs of the population.</p>	<p>CS6 Selected Small Villages in the Green Belt  CS3 Managing Selected Development Sites  CS18 Mix of Housing  CS19 Affordable Housing  CS20 Rural Sites for Affordable Housing  CS22 New Accommodation for Gypsies and Travellers</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Master Plans for Strategic Sites</li> <li>• Affordable Housing SPD</li> <li>• Eligibility Criteria for the Occupation of</li> </ul>

		<p>Affordable Housing SPD</p> <ul style="list-style-type: none"> <li>• Planning Obligations SPD</li> <li>• Partnership working</li> <li>• Council's Housing Strategy</li> <li>• Monitoring development needs in the AMR</li> </ul>
<p>To provide for a full range of social, leisure and community facilities and services.</p>	<p>CS3 Land Use Division in Towns and Large Villages CS23 Social Infrastructure</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Masterplans for Strategic Sites</li> <li>• Planning Obligations SPD</li> <li>• Partnership working</li> <li>• Infrastructure Delivery Plan</li> <li>• Facilities Improvement Strategy</li> </ul>
<p>To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment.</p>	<p>CS5 Green Belt CS6 Selected Small Villages in the Green Belt CS7 Rural Area CS10 Quality of Settlement Design CS11 Quality of Neighbourhood Design CS12 Quality of Site Design CS13 Quality of the Public Realm</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Conservation Area Appraisals and subsequently the Historic Environment SPD</li> <li>• Residential Character Area Appraisals and</li> </ul>

	<p>CS24 The Chilterns Area of Outstanding Natural Beauty</p> <p>CS25 Landscape Character</p> <p>CS26 Green Infrastructure</p> <p>CS27 Quality of the Historic Environment</p>	<p>subsequently the Urban Design Assessment SPD</p> <ul style="list-style-type: none"> <li>• Partnership working, in particular to promote positive land management through advice, take up of grants and direct action</li> <li>• Supporting measures which develop sound food and woodland economies</li> <li>• Use of Landscape Character Assessments and Historic Landscape Characterisation</li> <li>• Implementation of Green Infrastructure and Green Space Strategies</li> <li>• Biodiversity Action Plans</li> <li>• Management Plan for the Chilterns Area of Outstanding Natural Beauty</li> <li>• Chilterns Buildings Design Guide and associated technical notes</li> <li>• Reviewing and maintaining inventories of historic assets</li> <li>• Car Parking Standards</li> <li>• Encouraging take-up of agri-environment grants</li> </ul>
<p>To promote the use of renewable resources, protect natural resources and reduce waste.</p>	<p>CS28 Renewable Energy</p> <p>CS29 Sustainable Design &amp; Construction</p> <p>CS30 Carbon Offset Fund</p> <p>CS31 Water Management</p>	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Use of Sustainability Statements and a</li> </ul>

	CS32 Pollution Control	<p>carbon compliance tool</p> <ul style="list-style-type: none"> <li>• Use of the Sustainability Offset Fund</li> <li>• The monitoring and standards set by external agencies</li> <li>• Compliance with Building Regulations</li> <li>• Partnership working</li> <li>• Air quality monitoring</li> </ul>
To protect people and property from flooding.	CS29 Sustainable Design & Construction CS31 Water Management	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• Development Management DPD</li> <li>• Use of Sustainability Statements and a carbon compliance tool</li> <li>• Partnership working</li> <li>• Help and guidance from Water Authorities and the Environment Agency</li> <li>• The monitoring and standards set by external agencies</li> </ul>
To minimise the effects of pollution on people and the environment.	CS29 Sustainable Design & Construction CS32 Pollution Control	<ul style="list-style-type: none"> <li>• Development Management DPD</li> <li>• Use of Sustainability Statements and a carbon compliance tool</li> <li>• Air quality monitoring</li> <li>• Monitoring and standards set by external agencies</li> <li>• Help and guidance of Countryside</li> </ul>

		Management Services and other similar organisations
To co-ordinate the delivery of new infrastructure with development.	CS2 Selection of Development Sites CS23 Social Infrastructure CS34 Infrastructure and Developer Contributions	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Planning Obligations SPD</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Masterplans for Strategic Sites.</li> <li>• Infrastructure Delivery Plan</li> <li>• Partnership working</li> </ul>
To ensure that all development contributes appropriately to local and strategic infrastructure requirements.	CS2 Selection of Development Sites CS23 Social Infrastructure CS34 Infrastructure and Developer Contributions	<ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Place Strategies</li> <li>• Planning Obligations SPD</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Masterplans for Strategic Sites.</li> <li>• Infrastructure Delivery Plan</li> <li>• Partnership working</li> </ul>



# Appendix 4





## Glossary

Area Action Plan (AAP)	Provides a planning framework for areas of change and areas of conservation.
Affordable Housing	<p>Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households who needs are not met by the market. The term does not include low cost open market housing. Affordable housing should:</p> <ul style="list-style-type: none"> <li>• Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.</li> <li>• Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision'. (PPS3: Housing 2006)</li> </ul>
Annual Monitoring Report (AMR)	Monitors the Local Development Framework and its key policies and proposals. Information in this document will show trends and highlight possible problem areas which future changes to planning policy will seek to address.
Area of Outstanding Natural Beauty (AONB)	Dacorum borough includes part of the Chilterns AONB. This is a precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard it. The AONB is managed by the Chilterns Conservation Board.
Air Quality Management Area (AQMA)	A defined area within which air quality standards or objectives are not being achieved.
Building Research Establishment Environmental Assessment Methods (BREEAM)	A tool to measure the sustainability, design, transport and environmental qualities of buildings, produced by the Research Establishment. BRE Ecohomes applies BREEAM to housing and this work has now been formed into the Code for Sustainable Homes.
Community Infrastructure Levy (CIL)	A new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it.

Code for Sustainable Homes (CSH)	The Code is a single national standard to guide industry in the design and construction of sustainable homes. It is a means of driving continuous improvement, greater innovations and exemplary achievement in sustainable home building. The design categories included within the code are: energy/CO <sub>2</sub> , pollution, water, health and well-being, materials, managements, surface water, run-off, ecology & waste. The code introduces minimum standards for energy and water efficiency at every level of the Code, therefore requiring high levels of sustainability performance in these areas for achievement of a high Code rating. All new homes are required to be assessed against the Code.
Conservation Area	Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
Conservation Area Appraisals (CAA)	Set out why an area has been defined as a Conservation Area; its different character areas and appearance; buildings of significant interest; features for retention and improvement and proposals for its future management.
Dacorum Borough Local Plan (DBLP)	This current adopted Local Plan for Dacorum Borough used to determine planning applications. Only some of the policies have been saved for use. The DBLP will be replaced gradually by the Local Development Framework.
Department for Communities and Local Government (DCLG)	The department with responsibility for planning and local government. It replaced the former Office of the Deputy Prime Minister in May 2006.
Development Plan Document (DPD)	A collective term for the statutory development plan parts of the Local Development Framework, including the core strategy, allocated sites, and general policies documents.
Environmental Stewardship	Is an agri-environment scheme run by Natural England that provides funding to farmers and other land managers who deliver effective environmental management on their land. It is intended to build on the recognised success of the Environmentally Sensitive Areas Scheme and the Countryside Stewardship Scheme.
Evidence Base	The process of producing a LDF firstly requires the assembly of an evidence base. The evidence base consists of studies, plans and strategies produced by the Council and other organisations.
Extra care housing (flexicare)	Fexicare is a sheltered scheme with the benefit of care staff on site, or nearby, for 24 hours a day. Tenants have access

	to care as and when they need it, or in emergencies. Flexicare can avoid the need for residential care for many people.
General Employment Area (GEA)	Areas defined on the Proposals Map where a specified range of employment generating uses (Classes B1, B2 and/or B8 of the Use Classes Order) are directed, and where the loss of employment land to other uses is not normally permitted.
Green Belt	An area of open land where strict planning controls apply in order, in particular, to check the further growth of a large built-up area. Designated in a development plan.
Green enterprise	Carrying out business activities in accordance with 'green' principles e.g. promoting the use of renewable technology and materials, production of eco-friendly goods and emphasis on minimising waste and maximising recycling.
Green Gateway	A green area surrounding a main entrance to a town or village.
Green Infrastructure (GI)	Green Infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities. <i>(Government Guidance, PPS12, Local Development Frameworks)</i>
Greenfield Land	Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time (opposite of <i>brownfield</i> land). Applies to most land outside the built-up area boundaries.
Groundwater Source Protection Zones (SPZs)	Areas defined by the Environment Agency as part of a national strategy to protect groundwater sources, such as wells, boreholes and springs used for public drinking water, against pollution.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently. The definition excludes travelling showpeople. A pitch is the space occupied by one family or household: it may accommodate one or more caravans. <i>(Planning for Gypsy and Traveller Caravan Sites - ODPM Circular 01/2006)</i>
Issues and Options	The first formal stage of consultation on a Development Plan Document, in which the key issues and options relating to the document are set out within the context of government guidance and policy.

Local Allocation	Local Allocations are modest extensions to some of our towns and large villages. They will help maintain existing populations, meet local housing needs and plug gaps in local infrastructure. They are focused upon meeting specific local needs and the future vision for that particular place.
Local Development Document (LDD)	A collective term for any documents that make up the Local Development Framework. This includes development plan documents and supplementary planning documents.
Local Development Framework (LDF)	An umbrella term for all documents which make up the new local planning policy context.
Local Development Scheme (LDS)	The detailed timetable and project plan showing all documents that are to be produced to make up the Local Development Framework.
Lifetime Homes Standard	Ordinary homes are designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Listed Building	A building included in a list compiled or approved by the Secretary of State. It includes any object or structure fixed to the building and any object structure within the cartilage of the building which, although not fixed to the building, formed part of the land and has done so since July 1948.
Local Nature Reserves (LNRs)	Places identified as having wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature, or simply to enjoy it.
Local List	A list of buildings and other structures that have local importance from an architectural or historic perspective. They may be buildings of merit in their own right, or form part of an important group of buildings.
Local Strategic Partnership (LSP)	The Dacorum LSP is a partnership of public and private organisations and community groups. One of its main tasks is to prepare and implement the Sustainable Community Strategy.
Local Transport Plan (LTP)	The transport strategy prepared by the local transport authority, i.e. Hertfordshire County Council.
Movement Gateway	A key junction where pedestrians, cyclists and vehicles are directed through.

Neighbourhood (neighbourhood pattern / neighbourhood concept)	Typical New Town neighbourhoods have a population of about 2,500 people in about 1,000 dwellings. Key infrastructure needs include a one form entry primary school, local shop(s), community hall / cultural facility, access to health facilities and secondary schooling, public open space and other green infrastructure, new highways and links and access to passenger transport.
Neighbourhood Plan	Neighbourhood Plans deal with local land use and development issues, rather than strategic issues. They may relate to regeneration or growth. They may cover where new shops, offices or homes should go and what green space should be protected. Plans should be compatible with national policies and policies in the local authority's development plan.
Open Land	Areas of open space greater than 1 hectare in size that are formally identified on the Proposals Map and protected from development through planning policy.
Open space	All types and scales of open land, both publicly and privately owned. Some of this is also protected as 'Open Land.'
Pedestrian Gateway	A key junction where pedestrians are directed through.
Planning Policy Guidance (PPG)	A series of documents setting out the Government's national policy and advice on planning issues such as housing, transport, conservation etc.
Planning Policy Statement (PPS)	Guidance documents that replace PPGs.
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure (excluding agricultural land or forestry buildings) – see Annex B of PPS3: Housing.
Registered Social Landlords (RSLs)	Government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and co-operatives, and work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.
Sustainability Appraisal (SA)	An appraisal of local development documents against their environmental, social and economic impacts. This often incorporates Strategic Environmental Assessment (SEA), required for some plans and proposals under European law.
Saved Policy	Local Plan policies that remain in use for town planning purposes until they are replaced by an Adopted Development Plan Document, such as the Core Strategy of General

	Development Management policies. The Core Strategy Appendix will set out which Local Plan policies are replaced by those of the Core Strategy.
Sequential Approach	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, town centre retail sites before out-of-town retail sites.
Statement Of Community Involvement (SCI)	A document that sets out how the Council will involve the community and other stakeholders in the production of the Local Development Framework, planning applications and conservation areas. The Council's SCI was adopted in October 2006.
Strategic Housing Land Availability Assessment (SHLAA)	A key component of the evidence base to support the sufficient land for housing to meet the community's need for more homes. The SHLAA is an assessment to identify the land for housing and assess the deliverability and developability of sites. These assessments are required by national planning policy, set out in the Planning Policy Statement 3: <i>Housing</i> (PPS3).
Strategic Site	Sites within the urban area whose short-term development is fundamental to the delivery of the vision for that particular town or village. These sites will be delivered through the Core Strategy rather than the Site Allocation or East Hemel Hempstead Area Action Plan DPDs, as is the norm.
Supplementary Planning Document (SPD)	More detailed planning guidance to supplement what is in the development plan documents. These are part of the LDF.
Sustainable Community Strategy (SCS)	Produced by the Local Strategic Partnership (LSP) for either a district or county area, the SCS sets out a long term vision for an area, backed up by action plans to achieve it. The Bucks Strategic Partnership (BSP) is the LSP for the Buckinghamshire area, bring together public and private organisations (Councils, PCT, Police, Fire, Voluntary and Private Sectors) under an agreement to co-operate in improving life in Buckinghamshire. The Bucks Strategic Partnership oversees the Buckinghamshire Local Area Agreement- a commitment by partners in Buckinghamshire to deliver a high level of service and meet set targets (agreed by Government) through joint working.
Sustainable Drainage Systems (SuDS)	A key part of a managing and reducing flood risk on a site or area. SuDS are a range of approaches to surface water drainage management including: <ul style="list-style-type: none"> <li>• Source control measures including rainwater recycling and</li> </ul>

	<p>drainage;</p> <ul style="list-style-type: none"> <li>• Infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities;</li> <li>• Filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns;</li> <li>• Filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; and</li> <li>• Basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding.</li> </ul>
Tandem Development	The positioning of usually one (but sometimes more) new houses behind an existing dwelling and sharing access arrangements.
Travelling Showpeople	<p>Members of the group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.</p> <p>A plot means a pitch for travelling showpeople. A plot may need to incorporate space for the storage and maintenance of equipment. A pitch can be defined as the area of land for which a site licence is paid.</p> <p><i>(Planning for Travelling Showpeople - CLG Circular 04/2007)</i></p>
Wildlife Site	<p>Wildlife Sites are the most important places for wildlife outside legally protected land such as Nature Reserves or Sites of Special Scientific Interest. There are almost 2,000 Wildlife Sites in Hertfordshire, totalling 17,215ha, and covering over 10% of the county. 246 of these sites are in the Dacorum District, covering 3,131.5ha. They include meadows, ponds, woodland and urban green space. This county-based system is now acknowledged and promoted nationally by DEFRA and applied across England. The Wildlife Sites Partnership in Hertfordshire includes HMWT, HBRC, Natural England, the Countryside Management Service, Chilterns AONB, FWAG and the Environment Agency, and is led and coordinated by HMWT.</p>
Windfalls	Sites that come forward for development after receiving planning permission, but have not been formally identified as having development potential within the Strategic Housing

	Land Availability Assessment. Sites of 4 or more units are always considered as windfalls.
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