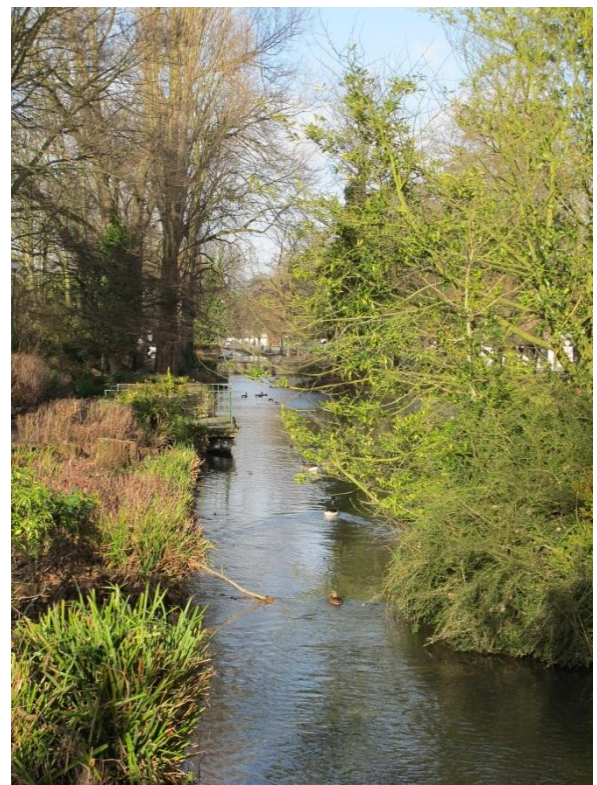




The Sustainable Development Strategy



Site Allocations

Background Issues Paper

June 2015

Background Issues Papers

Introduction

A series of background papers have been prepared to support the Pre-Submission Site Allocations DPD. These are as follows:

- **The Sustainable Development Strategy:**
 - (a) Green Belt, Rural Area and Settlement Boundaries
 - (b) Transport

- **Strengthening Economic Prosperity**

- **Providing Homes and Community Services**
 - (a) Providing Homes
 - (b) Social Infrastructure

- **Looking After the Environment**

These papers form part of the evidence base. Their role is to inform the content of the Site Allocations DPD through:

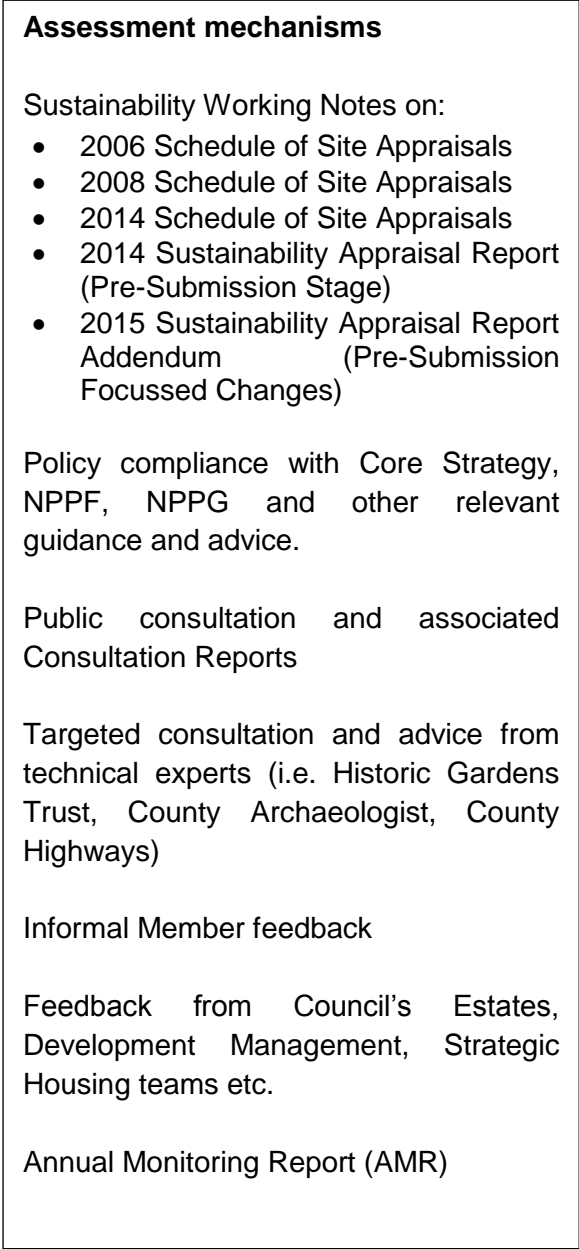
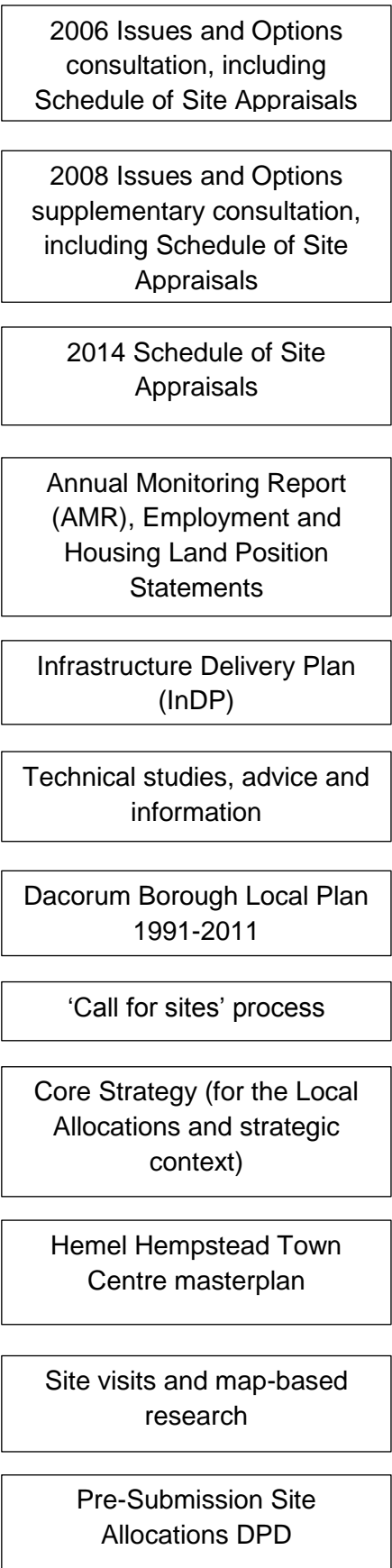
- (a) summarising background policy, guidance and advice relevant to each subject area; and
- (b) assessing which sites, designations and/or boundary changes it is appropriate to take forward in the context of this advice and set out any additional selection criteria used.

Information has been collected from a number of different sources and as the assessment has been an interactive process, incorporating the conclusions of sustainability appraisal and advice from technical experts as appropriate (see Figure 1).

This document is version 2 and updates and supersedes the previous version published in September 2014.

Figure 1: Assessment of Alternative Sites, Options and Designations

Sources of information / sites / designations



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Appendix 1 – Extracts from the Core Strategy on the Green Belt

Appendix 2 – Proposed Green Belt Boundary Maps

Appendix 3 – Proposed Village Envelope Maps

Appendix 4 – Proposed Transport Proposal Maps

Figure 1 – Assessment of Alternative Site, Options and Designations

Map 1 – The Green Belt – Dacorum and surrounding area

Table 1 – Matrix of site assessments for Green Belt amendments


Table 2 – Matrix of site assessments for village envelopes

Table 3 – Matrix of transport proposals, sites and schemes

Green Belt, Rural Area and Settlement Boundaries

1. Countryside and Settlement Boundaries

Background

- 1.1 The Core Strategy sets the policy framework for the level and distribution of development in Dacorum.
- 1.2 Table 1 in the Core Strategy sets out the settlement hierarchy and the main principles that will be used to guide development in each place. This hierarchy takes into account current population, the historic role of each settlement, the 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 restraint*
- 1.3 The approach to settlements within each category of the settlement hierarchy differs. Some will be subject to greater constraints or have greater development opportunities than others.
- 1.4 Dacorum contains:
- a New Town – Hemel Hempstead – which continues to be the main centre for development and change;
 - two market towns – Berkhamsted and Tring – which, although important, will have substantially less development;
 - three large villages – Bovingdon, Kings Langley and Markyate; and
 - several small villages – Chipperfield, Flamstead, Potten End and Wigginton in the Green Belt and Aldbury, Long Marston and Wilstone in the Rural Area – which are areas of development restraint.
- 1.5 Guidelines determine the appropriate scale of change that will help ensure that the existing character of settlements can be protected and that development can take account of environmental constraints. The way development is distributed will help ensure that 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.
- 1.6 National planning policy set out in the NPPF and supplemented by the NPPG, aims to protect 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.
- 1.7 Over half of Dacorum's countryside lies within the Green Belt. It covers some 10,690 hectares (i.e. the area defined in the Dacorum Borough Local Plan

(1991-2011)). It 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.

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

1.9 The role of the countryside around the main settlements is defined in the Core Strategy: i.e.

- *at Hemel Hempstead* to maintain the town's physical separation from a number of smaller villages and hamlets and to protect the Gade and Bulbourne valleys, which provide a strong landscape setting for the town;
- *at Berkhamsted* to prevent coalescence of the town with Bourne End and Dudswell and to retain the town's unique valley setting;
- *at 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, Aston Clinton and new development around Aylesbury to the north-west;
- *at Bovington* to help protect the character of the village and to provide a strong physical buffer between the village and Hemel Hempstead;
- *at Kings Langley* to help protect the character of the village, to prevent coalescence with Hemel Hempstead and to stop the village from becoming an outer suburb of Watford;
- *at Markyate* to protect the Ver Valley, which provides the setting for the village, and to maintain a green buffer around the village, separating it from Dunstable and Luton to the north.

1.10 The places where the policies in the Core Strategy apply are all delineated on the Local Plan Proposals Map. The following boundaries are defined:

- the inner boundary of the Green Belt – this is coterminous with the boundaries of towns and large villages, i.e. places which are excluded from the Green Belt:
 - ❖ Hemel Hempstead
 - ❖ Berkhamsted
 - ❖ Tring
 - ❖ Bovington
 - ❖ Kings Langley
 - ❖ Markyate [with the exception of the northern part of Markyate, which abuts the Rural Area]
- the boundary of infilling areas at selected small villages within the Green Belt – commonly referred to as village envelopes:
 - ❖ Chipperfield
 - ❖ Flamstead
 - ❖ Potten End

❖ Wigginton

- the outer boundary of the Green Belt - this is conterminous with the boundary of the Rural Area [with the exception of the southern part of Markyate].
- the boundary of selected small villages within the Rural Area:
 - ❖ Aldbury
 - ❖ Long Marston
 - ❖ Wilstone.

1.11 The Green Belt is the principal boundary to be defined. The purposes of the Green Belt are defined in national policy¹. The overriding aim is to check the spread of development and safeguard the countryside. Its fundamental characteristics are openness and permanence.

1.12 The Hertfordshire County Development Plan first delineated an area south of Hemel Hempstead and south of Bovingdon as part of the Metropolitan Green Belt in 1958. The Green Belt was extended to most of the present area in Dacorum through the Hertfordshire County Structure Plan (approved in 1976) and the Dacorum District Plan (adopted in 1984) – i.e. around Hemel Hempstead, Bovingdon, Berkhamsted and Tring, and up the M1 corridor: Kings Langley was excluded from the Green Belt at this time. The Green Belt was further extended up the Ver valley through the County Structure Plan Review (1991-2011) and Dacorum Borough Local Plan (1991-2011), which was adopted in 2004. Some land was excluded from the Green Belt in 2004 to allow for development needs to be met. These sites were:

- Excluded from the Green Belt:
 - New Lodge, Bank Mill Lane (also H36)
 - Egerton-Rothersay School, Durrants Lane and Shootersway (Also H37, now Strategic Site)
 - Rear of Argyll Road and Ninian Road, Grovehill (Also H39, now developed for housing)
 - Between Green Lane and Pancake Lane, Leverstock Green (Also H42, part developed)
 - Manor Estate, Apsley (Also TWA3 and TWA4, part developed)
 - Land at Kings Meadow, Kings Langley (back garden)
 - Rear of Watford Road, Kings Langley (Also H29 and H43, developed)
- Included within the Green Belt:
 - Land between Flamstead and Markyate and to the east and north of Markyate

1.13 The character and appearance of the Green Belt varies across the Borough. There are significant areas and pockets of development within the Green Belt,

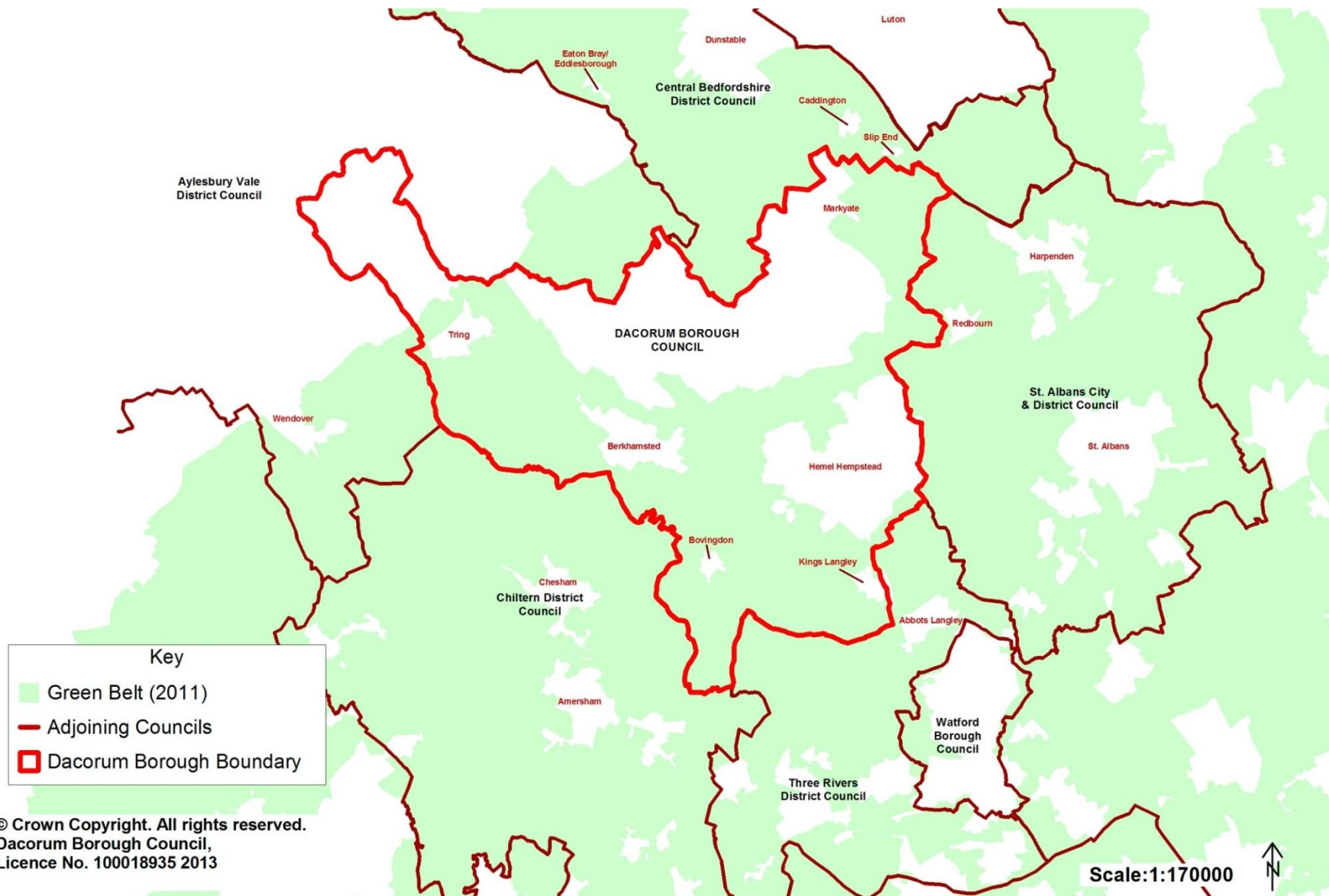
¹ National Planning Policy Framework, 2012, paragraph 80

particularly in the southern part of the Borough. Green Belt policy (for example, Policy CS5 in the Core Strategy) takes developed areas into account. It is the broad extent of the Green Belt which is important: consequently new building should be limited, even in areas which have previously seen development.

1.14 In setting boundaries, the neighbouring and adjoining local authorities have been taken into account:

- St Albans City and District
- Central Bedfordshire
- Luton Borough
- Aylesbury Vale District
- Chiltern District
- Three Rivers District

Map 1 The Green Belt – Dacorum and surrounding area:



- 1.15 The National Planning Policy Framework (NPPF) 2012 sets out the five purposes of the Green Belt. These are used when taking a comprehensive review of the entire Green Belt boundary, but can also be used when assessing minor changes to the boundary. In paragraph 80 of the NPPF the five purposes are:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other land.
- 1.16 As the early partial review of the Core Strategy will address the overall review of the Green Belt, only minor changes will be made through the Site Allocations, to correct anomalies, regularise boundaries and remove Local Allocations from the Green Belt. These changes will still need to be made in line with the purposes of the Green Belt. Paragraph 83 also states that the boundary *'should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'*, and that *'authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period'*.
- 1.17 It is not anticipated that there will be many alterations as a result of the Site Allocation document, by virtue of the imminent and intended early partial review where a full Green Belt review will be undertaken.
- 1.18 Current Government advice states that:
- once defined, boundaries should only be changed in exceptional circumstances, though boundaries may be changed through a review of the local plan; and
 - when reviewing a boundary, account should be taken of the need to promote sustainable development and the channelling of development to urban areas.
- 1.19 Then, when defining a new boundary, physical features that are readily recognisable and likely to be permanent should be used².
- 1.20 Planning Policy Guidance Note 2: Green Belts (1995) gave fuller advice on boundary definition: i.e. *'Boundaries should be clearly defined using readily recognisable features such as roads, belts of trees or woodland edges where possible'*. This advice is most helpful when defining the outer boundary of the Green Belt and when redefining boundaries to take new development proposals into account.

² National Planning Policy Framework, 2012, paragraphs 83-85

- 1.21 When defining inner boundaries of the Green Belt (in Dacorum and elsewhere), other criteria have been and continue to be important: i.e.
- having a clear break land use between uses appropriate to the Green Belt (e.g. open space, paddock, cemetery) and uses which are not normally appropriate (typically houses and employment areas)
 - using identifiable curtilage boundaries and rights of way.
- 1.22 Then, because of the character of areas in and around the defined settlements, it has been necessary to look at the following criterion as well: i.e.
- to avoid ribbon development along roads or consolidation of ribbon or sporadic development
- 1.23 If this principle had not been followed, a large area, particularly in the south of the Borough, would be excluded from the Green Belt allowing substantial intensification. Kings Langley, Hemel Hempstead and Bovington would virtually be joined along roads.
- 1.24 In order to apply this principle and limit the expansion of particular settlements, the following considerations have been used:
- identifying where a change in character from low to high (building) density exists, or is proposed by the Council;
 - identifying where development is on both sides of a road or has other development behind it (or that is proposed by the Council);
 - identifying where there are breaks or gaps in the development pattern.
- 1.25 Places away from a settlement³ or on its outskirts where there is an identifiable change in character and which should be conserved by application of Green Belt policy have been included and retained within the Green Belt. It has meant that in a few cases the Green Belt boundary deliberately goes through properties
- 1.26 Village infilling boundaries have been tightly drawn. The villages are an integral part of the Green Belt but there is a need to allow for limited development which supports their existing role within the settlement hierarchy. Boundaries are defined using all the principles set out in this paper. A similar approach is taken for settlements in the Rural Area.
- 1.27 The designation of the nationally important Chilterns Area of Outstanding Natural Beauty provides an additional reason to manage development within parts of Dacorum. Great weight must be given to the protection of the AONB's landscape, scenic beauty, wildlife and cultural heritage. While the AONB and Green Belt overlap in places, Secretaries of State have concluded that it is unnecessary to extend the Green Belt into the heart of the Chilterns (e.g. at

³ That is the settlements listed within the settlement hierarchy (Table 1, Core Strategy).

Ashridge) because AONB designation provides sufficient protection from development⁴.

The Need for Change

1.28 The Core Strategy sets the parameters for considering change to settlement and Green Belt/Rural Area boundaries.

1.29 It identifies two circumstances justifying change in the Green Belt boundary:

- i. to accommodate development at specified local allocations (i.e. Proposals LA1-LA6 to ensure the housing target in Policy CS17 is met);

The Core Strategy sets a housing target and development opportunities or targets for other uses. While the Council expects the housing target of 10,750 new dwellings 2006-2031 to be exceeded, it must at least be met. The existing Green Belt boundary requires some change in order to accommodate the required level of development.

- ii. to correct any minor anomalies in the boundary shown on the Policies Map;

Previous local plan reviews have picked up minor anomalies, and some may exist now. An anomaly may exist because circumstances on the ground have changed and the current boundary no longer makes sense. There may also have been mapping errors in the past that need to be corrected. by their nature, anomalies will be small scale.

1.30 There are no other exceptional circumstances warranting a change in the Green Belt boundary. General demand for development is not a reason in itself for change.

1.31 The outcome of the 2006 consultation on the Issues and Options version of Site Allocations document is set out in Volume 1 of the Consultation Report. The summary of views on 'Settlement' states:

'The majority of respondents were not in favour of making changes to the Green Belt boundary, be it for minor adjustments to any size of settlement, or even to extend the Green belt north of Lovetts End.'

1.32 Overall the responses were focused on the aspiration not to change the Green Belt boundary for any reason, including compensatory changes where other land might be released for housing, and where there might be more logical boundaries on the ground. The responses through the 2008 public consultation based on more site specific consultation raised an objection to housing sites being located beyond the existing settlement boundary, where preference would be for sites within the existing settlement boundaries to be utilised prior to green field sites.

⁴ That was when considering the issue at Examinations connected to the Hertfordshire County Structure Plan

- 1.33 The distribution of housing in Table 8 in the Core Strategy is indicative. No category in this distribution is a target, but some housing will be accommodated in each. It follows that the Council intends there will be some new local housing in the Green Belt and Rural Area. There is an option to indicate local affordable housing sites in the Site Allocations DPD now, or bring them forward as “rural exceptions” in the future (under Policy CS20).
- 1.34 Green Belt, settlement and Rural Area boundaries have been reviewed on a limited basis. Regard has been paid to the principles in this paper, in summary,
- to use clear physical features where possible:
 - to distinguish between appropriate Green Belt (or countryside) uses and urban uses where possible; and
 - to avoid consolidation and intensification of development.

Towns

Hemel Hempstead

- 1.35 There are three housing proposals which extend the town outwards into the Green Belt. The revised town boundary will encompass the Local Allocations.
- 1.36 Proposal LA1 is based on a recommendation by the Local Plan Inspector in 2003 that the Council seriously consider developing around 285 homes at Marchmont Farm. The Inspector noted a ridgeline and said that housing should be kept to the east of it. A new, physical Green Belt boundary will be created by planting tree belts. The most logical line is to use existing hedgerows as a guide and carefully lay out the housing as the Inspector envisaged.
- 1.37 Proposal LA2 adjoins the Old Town. The new Green Belt boundary should logically follow the existing roads – High Street and Fletcher Way.
- 1.38 Proposal LA3 will extend the town westwards from Chaulden, Warners End and Fields End. When the estate at Fields End was built, a tree belt was planted around the edge: this extends along the public footpath westwards and alongside Pouchen End Lane. The new Green Belt boundary can readily follow the public footpath and adjoining roads – Pouchen End Lane and Chaulden Lane. See Map 6. Strategic woodland planting and open space will be an important element in the layout of the site, and help assimilate new building into the landscape.
- 1.39 Hemel Hempstead is and has been the principal focus for development. Many locations have been assessed as to their (continued) inclusion in the Green Belt since the adoption of the Dacorum District Plan in 1984 through public local inquiries. This includes large sites and locations where alternatives have been suggested to correct anomalies – in all cases to enable new development to take place. The current boundary has been endorsed in some cases – at Felden; at Boxmoor; at Abbots Hill School, Red Lion Lane and Shendish Edge, Nash Mills; at Two Waters adjoining the link road to the A41; and at Shendish estate, Apsley. A few changes were made to the Green Belt boundary in approving the Dacorum Borough Local Plan in 1995 and its review in 2004 – i.e. at the Manor Estate, Apsley; at Westwick Farm, Leverstock Green and at Ninian Road, Grovehill. The new or retained boundaries were all recommended by Planning Inspectors and are considered robust.
- 1.40 Key routes – that is the A41 trunk road and other important roads, the railway and Grand Union Canal – are routes through the Green Belt. In a few places they also provide a boundary to the town.
- 1.41 The retention of Green Belt on the southern side of Hemel Hempstead is sensitive. There is scattered development, and some housing areas, like Rucklers Lane, are quite significant. The delineation of the Green Belt is

important because it prevents the intensification, consolidation and spread of development which would damage the rural area and lead to the joining of settlements. Bunkers Lane, Lower Road and Red Lion Lane and Grand Union Canal are clear features separating the urban development from open areas adjoining. The offices at Doolittle Meadow sharply contrast with the adjoining field (in the Green Belt). The woodland at Shendish Edge is visually important and helps to maintain the separation of development in the town with that south of the railway line. The railway line provides a clear boundary from Shendish Edge to Roughdown Common, except where it wraps around the enlargement of the Manor Estate. The three houses at Roughdown Road and housing at Roughdown Avenue contrast with the common. The A41 (bypass) was built over a tongue of Roughdown Common (Green Belt) altering property boundaries and bringing into question what the most effective planning policy designations are (this is considered further in the paragraph immediately below). Housing at Felden and Boxmoor (south of the railway line) is clearly separated from Roughdown Common, Sheethanger Common and farmland at Westbrook Hay: there is also a tree belt between housing and farmland at Westbrook Hay. Other parts of the Green Belt boundary at Felden and Boxmoor have been reaffirmed through local plan inquiries. The Green Belt limits the significant outward spread of Hemel Hempstead on the south side of the railway, whether to Featherbed Lane and beyond or by consolidation of ribbon development along Box Lane or London Road.

- 1.42 The designation of the tongue of Green Belt affected by the A41 (bypass) can be reconsidered. The critical issue is whether the land sufficiently contributes to the purposes of the Green Belt or whether alternative planning designations can effectively control change. Felden contains no local facilities or services, and is part of Hemel Hempstead, rather than a separate settlement. The embankments of the A41 have a significant tree cover which should be retained for environmental reasons. A small property and semi-used storage area on the north-eastern side of the road contribute relatively little to the Green Belt. They are separated by a public right of way (footpath) which goes under the A41. On the south-western side the common adjoins the road: Chiltern Way is a pleasant footpath (part of a long distance route), connecting the common with London Road. A small triangular field adjoins 7-9 Meadow Way: it is accessed from the forecourt parking area. The field is at a higher level than the properties at Meadow Way and would be sensitive to additional housing. The amenities of 9 Meadow Way and the footpath are important considerations. On balance it is concluded that the Green Belt boundaries can be rationalised. The area within the town can either be open land (on the south-western side), white land or residential (as a continuation of Roughdown Avenue). The top of the A41 embankment is the logical boundary whether for the Green Belt or open land. For consistency this also applies to the boundary between London Road and Fishery Lane. From London Road to Chaulden Lane, the boundary follows clear features – i.e. roads.
- 1.43 Housing on the north-western side of the town from Fields End to the Gade valley is clearly separated from farmland. The boundary follows roads initially – Fields End Lane, Berkhamsted Road and Polehanger Lane. The western arm of the open land countryside link (extending up the Warners End valley)

should logically include contiguous space at Berkhamsted Road. The Gadebridge neighbourhood is separated by a hedgerow from the farmland. Warners End Wood is an important feature in the Green Belt: it extends into the town as open land. The Green Belt wraps around housing at Marlins Turn and Housewood End, Gadebridge. Home Wood provides a clear edge to the Gade valley.

- 1.44 Gadebridge Park is a public space that separates the west and east of the town. It is the main feature of the Green Belt in the Gade valley. The western boundary of Gadebridge Park has wooded edges and is clear. The southern boundary with The Bury and the Old Town is not well defined. However the designation of open land in the town obviates the need to look any closer for anomalies: the parts of Gadebridge Park that are not in the Green Belt are designated as open land. St Mary's Church, the car park and properties in the Old Town provide a clear eastern boundary.
- 1.45 From Gadebridge Park and the Old Town High Street, the Green Belt boundary follows Fletcher Way, accommodating Proposal LA2 within the town. The boundary then skirts amenity land at Highfield and housing: the woodland and local nature reserve, known as Howe Grove, is clearly separate. The amenity land acts as a buffer to Howe Grove.
- 1.46 The development of Proposal LA1 will provide a new Green Belt boundary from the east-west Link Road to the farmland edge of Grovehill neighbourhood.
- 1.47 Grovehill Recreation Ground lies within the Green Belt on the edge of the Grovehill neighbourhood. The western side adjoins housing and provides an appropriate Green Belt boundary: however, it is indistinct in places where housing amenity areas adjoin the park. Completion of the housing at the rear of Ninian Road/Argyll Road (which is proposed in the Dacorum Borough Local Plan (1991-2011)) will help more clearly define this boundary. The eastern boundary of Grovehill Recreation Ground is clearly separated from the adjoining housing: the open space extends to Cupid Green Lane.
- 1.48 The Green Belt wraps around Woodhall Farm neighbourhood. The northern boundary is wooded and adjoins farmland. The woodland penetrates the urban area, in particular at High Wood. Some of this woodland is designated as open land: the extent of the open land designation merits further consideration. The eastern boundary around Woodhall Farm is marked by Holtsmere End Lane, which is also the Borough boundary with St Albans district.
- 1.49 From Woodhall Farm to Leverstock Green, the Borough boundary with St Albans district and the Green Belt boundary are often the same. For the most part, this is readily identifiable on the ground. South of this area, the Green Belt boundary follows roads, the edge of Punchbowl Park employment area and the edge of Leverstock Green neighbourhood with farmland.

- 1.50 The south-eastern boundary to the town is clear cut. It follows the edge of housing at Woodfield Drive and Silverthorn Drive, and otherwise along roads. Bunkers Park, a country park, adjoins. Dacorum Borough Local Plan (1991-2011) proposes the extension of the leisure space into fields on Bedmond Road, including the potential relocation of the Leverstock Green Tennis Club. The relocation of the Tennis Club from Open Land to Green Belt would need to be undertaken in a controlled manner, where Open Land may become housing and new facilities for tennis courts in the Green Belt would need to be in accordance with Green Belt policy. Long Deans Local Nature Reserve effectively extends the park on the south-eastern side of Bunkers Lane. At the junction of Bunkers Lane with Lower Road, the roads are intended to provide the boundary, not the small park at Nash Mills and corrects a minor anomaly.

Berkhamsted

- 1.51 Proposal LA4 is on the southern side of the town, where a swathe of open land is being maintained between the town and the A41. Much of the land between Denys Lane, Shootersway/ Kingshill Way, Chesham Road and the A41 is open in character and contains many appropriate Green Belt uses – open space, playing fields, fields and a cemetery. The Core Strategy identifies the British Film Institute’s National Film Archive as a major developed site (in the Green Belt), recognising its national significance and value as a local employer: the site contains open land and an infilling area is being defined. Excluding Proposal LA4 from the Green Belt will result in a new Green Belt boundary. Its logical line follows hedgerows around Hanburys and an electricity substation. The western boundary also comprises a track. New housing will be clearly distinguished from remaining open uses to the west and south. The British Film Institute is on the eastern boundary.
- 1.52 Restricting the spread of development will help maintain the character of the town and limit its area above the higher valley slopes. A review of the inner Green Belt boundary for anomalies shows there are very few areas which merit especial scrutiny and change. Key routes – that is the A41 trunk road and other important roads, the railway and Grand Union Canal – are routes through the Green Belt. In a few places they also provide a boundary to the town.
- 1.53 Between London Road on the eastern side of the town and Durrants Lane, the boundary follows clear breaks in land use and property. Land in the Green Belt is largely agricultural or open space, including schools with playing fields and a cemetery. In places the boundary also follows roads – Hilltop Road, Kingshill Way/Shootersway, Denys Lane and Durrants Lane: to the east of Hall Park Estate it follows a track and hedgerow also. At Hilltop Road an area of woodland could have been included in the Green Belt when the boundary was originally drawn: however it is now more appropriate to identify it as open land⁵ on the countryside edge. A similar situation arises at the end of The

⁵ Parts of each town and large village are designated as open land: see Policy CS4 in the Core Strategy and Policy 116 in Dacorum Borough Local Plan (1991-2011). The main areas are defined on

Spinney although the trees, which act as a buffer to here to the urban area, are protected by a Tree Preservation Order.

- 1.54 The boundary of the Green Belt rear of Oakwood, at Blegberry, Shootersway and around Egerton Rothesay School was scrutinised through the public local inquiry into Dacorum Borough Local Plan (1991-2011). The Planning Inspector recommended changes at Blegberry and around Egerton Rothesay School which were accepted by the Council⁶. No further change to the Green Belt boundary is necessary. Although property boundaries at Oakwood changed following construction of the A41 in 1992 and some new development has occurred, long gardens and a reasonably dense belt of vegetation continue to contribute significantly to the rural setting and fulfil a valid Green Belt purpose. The development of Hockeridge View has respected the rural setting and not intruded into the Green Belt. Urbanisation of land rear of Oakwood alongside the A41 would visually encroach on the open countryside south of the bypass.
- 1.55 Around Northchurch (from Durrants Lane to New Road) the boundary is clear and follows roads, the canal and clear breaks in land use and property. From New Road to Berkhamsted Castle on the northern side of the town, the boundary encloses the residential area of Tunnel Fields (Chiltern Park Estate) and estate above Bridgewater Road up to Castle Gate Way and Castle Hill. The boundary follows roads around Berkhamsted Castle and is conterminous with the Chilterns Area of Outstanding Beauty.
- 1.56 The Green Belt was originally aligned with field boundaries above Chiltern Park Estate in 1984, the estate being a residential proposal at that time. The Core Strategy has dropped any prospective link road from Springfield Road to New Road (this would have been routed through a small part of the Green Belt): the existing boundary of the Green Belt immediately south-east of New Road remains appropriate therefore. The long block of woodland between the housing and fields should more logically be included in the Green Belt as a boundary feature: it helps to restrict the spread of development up the valley side. The fields and Bridgewater School itself constitute an education zone (in the Green Belt) under Policy CS23 in the Core Strategy. Land adjoining Bridle Way provides a link from the town with the countryside and is recommended to be an addition to the Green Belt. The land provides an effective landscaped buffer to the Green Belt. Property in Gaveston Road adjoins a block of woodland, which is protected by a Tree Preservation Order and much of the land remains in the Green Belt. Castle Gate Way lies within the town next to the former Castle Hill Farm. There has been conversion of listed farm buildings and other development here, all within the context of conservation and Green Belt policy: there is therefore no clear reason to amend the Green Belt boundary.

the Proposals Map: they must be kept predominantly free from building and open in character, in contrast to residential a

⁶ See paragraphs 4.19 and 4.25 in his report

- 1.57 From White Hill next to Berkhamsted Castle to the railway line east of the town, the boundary aligns with roads – White Hill and Ivy House Lane – the railway line and residential boundaries. Fields and Berkhamsted Common provide a clear contrast with the residential area. There is also a very spacious garden in the Green Belt at Byways, which helps to protect the rural character. The spacious development (from Grovefield and Brambles End) next to the common is also within the Green Belt: this occupies a prominent position in the landscape and contributes to the character of the countryside.
- 1.58 From the railway to London Road, the boundary crosses the railway line, the canal and Bank Mill Lane. Housing is proposed at New Lodge and adjoins an open field (in the Green Belt). The boundary around Bank Mill Lane was scrutinised through the public local inquiry into Dacorum Borough Local Plan (1991-2011). The Planning Inspector recommended the housing proposal and a change to the Green Belt boundary at New Lodge (see 4.17 in his report). He rejected any further change though, concluding that the advantage of identifying a more defensible boundary at Rose Cottage and The Old Cottage was outweighed by the harm of encroachment into the surrounding countryside. No change to the Green Belt boundary is therefore necessary here.

Tring

- 1.59 Proposal LA5 extends the town westwards between Icknield Way and Aylesbury Road (A4251). The boundary of the Chilterns Area of Outstanding Natural Beauty (AONB) cuts the proposal site. About half the proposal is for open space: this would be within the AONB. While the roads are definitive features which alone could provide a new Green Belt boundary, a logical line is to use the AONB boundary. This is marked by a hedgerow and right of way, providing a clear demarcation between the urban area of Tring and the wider countryside/AONB. The compactness of the town would be maintained. The enlarged cemetery would logically be designated as open land.
- 1.60 A review of the inner Green Belt boundary for anomalies shows there are very few areas which merit especial scrutiny and change. Main routes – the railway, Grand Union Canal (main arm) and A41 (bypass) - are routes through the Green Belt and bypass the town: they do not provide any boundary to the town.
- 1.61 Icknield Way provides a very clear north-western boundary to the town, separating the built area from predominantly farmland.
- 1.62 At New Mill the canal feeder and Wendover Arm (of the Grand Union Canal) are clear boundary features. On the eastern side of New Mill, the boundary wraps around the urban area, separating it from farmland: the urban area consists mainly of residential properties. South of New Mill the boundary comes to Grove Road.
- 1.63 From Grove Road to Cow Lane on the eastern side of the town, the Green Belt boundary either follows roads or skirts housing. When delineated in 1984,

the Green Belt boundary around the housing could readily be distinguished from the farmland adjoining. There has however been encroachment of back gardens into the Green Belt over the intervening years⁷. Some back gardens have doubled in length. Were the Green Belt boundary to be moved outwards to include all these gardens, a significant area of land would be added to the urban area: this could not be regarded as amending a minor anomaly. Retaining the Green Belt boundary as originally defined will limit the outward expansion of Tring. Ridge View is a new development off Marshcroft Lane and lies in the urban area: the Green Belt boundary follows a logical line. The side garden at 4 Marshcroft Cottages was deliberately included in the Green Belt from the outset. The boundary at 106-124 Grove Road is sufficiently clear and distinguishable from open areas to the rear: the nib shown projecting outward from 118 Grove Road on the Dacorum Borough Local Plan (1991-2011) Proposals Map appears to be a cartographical error.

- 1.64 From Cow Lane Farm to London Road, the boundary wraps around residential property and follows roads. There is a clear separation with playing fields, open space and farms.
- 1.65 London Road is the south-eastern approach to Tring. Since the Green Belt was delineated in 1984 there have been changes. Dunsley Place has been built and the grounds of Dunsley House infilled. The Green Belt boundary at the former William Cox factory site was moved outward on the recommendation of a Local Plan Inquiry Inspector: the William Cox site itself was designated as a General Employment Area in the adopted Local Plan (in 1995). The site was later redeveloped as a Tesco's store following a planning appeal. Rear of Tesco's, the boundary is conterminous with the Chilterns Area of Outstanding Natural (AONB). A young tree belt provides the edge. The remaining parkland landscape of Tring Park adjoins. Woodland on the southern edge of the town (including the tree belt at Tesco's) is an important buffer to the parkland and helps retain its character. The retention of The Garden House in the Green Belt seems an anomaly given the extent of development either side. A minor revision of the Green Belt boundary aligning with the AONB and parkland edge of Tring Park seems reasonable. Were development to be proposed at The Garden House, policies in the Core Strategy⁸ would protect the environment of Tring Park. The tree belt rear of Tring Memorial Gardens (and Dunsley Place) would remain within the Green Belt. See Map 14.
- 1.66 From Tring Memorial Gardens to Park Street, the general extent of the Green Belt is clear; the precise boundary with the town sometimes less so. Tring Park (the parkland to the former Rothschild mansion) is within the Green Belt: Tring Park School for the Performing Arts (the former mansion) is not, being designated as open land within the town.

⁷ Aerial photographs show this affects 1 Netherby Close, 1-23 Hollyfield Close and 74-106 Grove Road.

⁸ Policy CS10 (Quality of Settlement Design) and Policy CS27 (Quality of the Historic Environment)

- 1.67 Housing at the eastern end of Park Street, including Carpenters Yard, is included within the town. The boundary crosses gardens in Carpenters Yard⁹ limiting the outward spread of the town and preventing additional building in the AONB. Land west of the footpath leading to Tring Park and, indeed, at the rear of the housing, is open in character. It includes allotments and Dawes Meadow wildlife area.
- 1.68 The Green Belt boundary generally follows the western end of Park Street, Park Road and Aylesbury Road. For the most part the roads provide a clear separation of housing in the town from open areas, allotments and farmland to the south. The Green Belt is conterminous with the AONB except in the vicinity of Woodland Close. There is some housing south of Park Road, mostly in spacious gardens or resulting from the conversion of farm buildings. The exception is Woodland Close, a local authority estate: a remnant of the Great West Plantation in the southern corner is important woodland, which helps to screen the housing from the countryside. It may be more appropriately designated as open land.

Large Villages

Bovingdon

- 1.69 Proposal LA6 adjoins Chesham Road on land which was formerly part of Bovingdon Airfield. In the 1990s the Home Office intended the land should be used for a second phase of housing for prison officers working at HMP The Mount. Proposal LA6 occupies the same area. The new housing area can be readily defined by Lancaster Drive and Molyneaux Avenue (and its belt of trees).
- 1.70 A review of the inner Green Belt boundary for anomalies shows there are very few areas which merit especial scrutiny and change.
- 1.71 The Core Strategy identifies HMP The Mount as a major developed site in the Green Belt. There is a landscape buffer between it and the village, particularly the Lancaster Drive development (the first phase of the Home Office's intended prison officers' housing). The boundary then follows Newhouse Road.
- 1.72 From Newhouse Road to Church Street and Chipperfield Road, the boundary defines the village fairly tightly. Housing at the beginning of Newhouse Road and along Hempstead Road adjoins a field and is excluded from the Green Belt. Vicarage Lane and Church Lane then provide a clear boundary, which then wraps around St Lawrence's Church. The character of land use is spacious and generally on the north-eastern side of Vicarage Lane, different from the village side. The Chiltern car showroom and garage on the corner of Vicarage Lane with Hempstead Road is an exception, though any redevelopment proposal can be handled on the basis that it is a developed site (in the Green Belt). The boundary then aligns with a field to the rear of

⁹ The line is indicated by a row of coniferous trees.

housing in Church Street and Chipperfield Road, and is clear cut. The small water pumping station site next to Bury Farm entrance should logically be included in the Green Belt, as it lies beyond a public right of way at the edge of the village.

- 1.73 The Green Belt boundary at Chipperfield Road was clearly defined to limit the outward spread of the village. It cuts through gardens on the north-eastern side to align with the field rear of Church Street. It originally ended at a 'track' leading to a field and public right of way. A house has been built on the track: the separate right of way (i.e. Chiltern Way footpath) is now more logical as the Green Belt boundary. The boundary on the south-western side of Chipperfield Road rear of The Close was scrutinised through the public local inquiry into Dacorum Borough Local Plan (1991-2011). The Planning Inspector concluded that the boundary defined in 1984 was appropriate. The land at issue is open and separated by a well-established hedge, and distinct from the housing at Austins Mead. Building here would bring the edge of the village much closer to the cluster of dwellings at The Mares leading, in the Inspector's words "... to a harmful coalescence of built development that would encroach into the surrounding countryside, especially when viewed from The Hertfordshire Way" (see 4.27 in his report). There is a minor discrepancy between the boundary shown in the Dacorum District Plan 1984 and the Dacorum Borough Local Plan (which was a cartographical error). The logical boundary as observed and as intended in the District Plan is approximately 80 metres back from the front of the property with Chipperfield Road.
- 1.74 From Austins Mead to Bovingdon Green the boundary is generally clear cut, with fields, stabling and a sports ground marking the edge of the village. The suburban Green View Close is part of the built up area.
- 1.75 The boundary follows Green Lane at Bovingdon Green because the distinction between village green and open garden is blurred.
- 1.76 From Green Lane to Chesham Road the boundary is generally marked by a significant hedgerow: this separates the residential estate in the village from fields at Grange Farm. There is a cluster of development at Grange Farm which includes cottages, farm buildings and Bovingdon Grange, Little Grange and The Grange. Little Park which adjoins is designated as part of the village and is more suburban in character. Bovingdon Grange, Windsor Close, is part of a large residential development accessed via Pembridge Road in the village. The western boundary of Bovingdon Grange is the village boundary: there is a minor anomaly here, although its proposed correction should have little practical effect.

Kings Langley

- 1.77 A review of the inner Green Belt boundary for anomalies shows there are no areas meriting change. The eastern side of the village adjoins Three Rivers Council area: the two districts are separated by the Grand Union Canal. The Dacorum side is developed between housing at Kings Meadow and Water

Lane. This area is excluded from the Green Belt. An area alongside the River Gade is designated as open land.

- 1.78 A tongue of Green Belt follows the western side of the Grand Union Canal up to Water Lane. The Grand Union Canal forms a boundary to the Green Belt as housing and employment areas in Three Rivers are excluded from the Green Belt. The Green Belt boundary in Dacorum district has been reviewed since 1984 and development at Riverside Close, Sunderlands Yard and Jubilee Walk excluded. South of Water Lane, the land between the River Gade and canal is predominantly open and includes allotments. Further south the Trout Lake and public open space (between Rockliffe Avenue and Station Footpath) in the Green Belt is readily distinguished from housing in the village.
- 1.79 The Green Belt boundary on the southern tip of the village is demarcated by roads - Station Approach and Watford Road. From Watford Road to Langley Hill, there is a clear separation of land use between housing in the village and farmland. Rear of housing on Langley Hill there is a right of way which marks the boundary.
- 1.80 From Langley Hill to Barnes Lane the Green Belt boundary is clear. It follows roads – Langley Hill and Love Lane – and then the edge of Kings Langley School. The school is demarcated by a public right of way at the back of housing. The school is a major developed site in the Green Belt with large playing fields. Though there is a cluster of housing on Love Lane and conversion of a farm complex (Hill Farm), there is no other logical boundary than Love Lane/Langley Hill.
- 1.81 From Barnes Lane to Hempstead Road the boundary of the Green Belt adjoins Coniston Road. It cuts a field next to Barnes Lane in two. There is a significant open link from the countryside into the village, comprising the field and two areas of amenity land in Coniston Road. Housing at the top of Coniston Road is clearly separated from adjoining farmland. From 50 Coniston Road the boundary cuts through back gardens in order to restrict future housing development: in some cases (e.g. 44-48a), this is the property boundary. The separation of Kings Langley from housing at Barnes Rise is relatively narrow. There is an attractive dry valley running east-west at the rear of houses fronting Coniston Road.
- 1.82 From Hempstead Road the boundary follows roads and the edge of the housing at Kings Meadow. There is a small group of houses at the corner of Rectory Lane and Gade Valley Close, but the predominant land use in the Green Belt is agricultural.

Markyate

- 1.83 The village is adjoined by the Green Belt, the Rural Area and the Chilterns Area of Outstanding Natural Beauty. It was designated as a large village in the Dacorum Borough Local Plan adopted in 1995: the village boundary was also delineated then. The extension of the Green Belt in the Markyate area (in

2004) had regard to the boundary of Markyate and the Area of Outstanding Natural Beauty (AONB).

- 1.84 A review of the (outer) Green Belt boundary with Markyate for anomalies shows there are perhaps two points which merit close scrutiny. 127a London Road appears to be excluded from the village and can logically be included. The encroachment of small back gardens into the field immediately south-west of High View and Farrer Top suggests a minor realignment to exclude the residential curtilages from the Green Belt: the extension of the urban area would be very small and could only result in additional development (if at all) at 7 and 9 High View.
- 1.85 Otherwise the boundary is robust. The A5 trunk road bypasses the village, providing the eastern boundary. London Road and the double-hedged track alongside Dammersey Close provide clear separation from farmland. The separation of the residential area from fields is generally clear. Open land is designated rear of part of Farrer Top (and includes public open space). The village, Green Belt and AONB boundary are conterminous around housing in Pickford Road and along the road itself.
- 1.86 A review of the Rural Area boundary with Markyate for anomalies shows no points meriting change. The village boundary wraps around residential boundaries, including the proposed housing site at Manor Farm (most of which is in the AONB). The land within the Rural Area comprises fields, open space, the primary school and the cemetery. At Cheverells Green an attractive tongue of open land comes into the village from the countryside. The village hall is included within the village and designated as open land, because it is contiguous with the playing fields which extend into the countryside.

The Green Belt with the Rural Area

- 1.87 The outer Green Belt boundary was set when the Metropolitan Green Belt was extended in 1984 and for the Markyate area in 2004 in local plans: these implemented clear indications in structure plans approved by the Secretary of State.
- 1.88 There is an argument that the Green Belt boundaries in Hertfordshire and Buckinghamshire should be reassessed for their mutual consistency and appropriateness in the light of growth pressures affecting Dacorum and Aylesbury Vale Councils. While minor anomalies are being assessed now, it should only be necessary to consider the merits of any wider change in the light of a full Green Belt review and assessment of housing demands beyond 2031.
- 1.89 Public consultation on the Local Planning Framework has elicited a suggestion for the Green Belt to be extended further into Tring Rural Parish – a large area which has neither Green Belt nor AONB designation currently. This area is not proposed either as compensation for the loss of Green Belt land signalled by the Core Strategy or as a Green Belt extension at present. It

would be a fundamental change. The boundaries in each district (from Drayton Beauchamp to Bulbourne) are consistent now.

- 1.90 There is an unusual anomaly accepted by the Secretary of State in approving structure plans. Part of the Metropolitan Green Belt lies in Aylesbury Vale district to the north of Ringshall. It joins the south Bedfordshire Green Belt around Dunstable and Luton (in Bedfordshire). This leaves a hole in the Metropolitan Green Belt in Dacorum district (i.e. north of Hemel Hempstead, including Ashridge and the Gaddesdens). The area is covered by the Chilterns Area of Outstanding Natural Beauty, with one exception. All the Metropolitan Green Belt in Dacorum either overlaps or abuts the AONB with the one exception. This is a wedge shaped area of farmland between Garmer Spring and Cupid Green Lane. It is more logical to realign the Green Belt to the public right of way which defines the AONB also as recommended in paragraph 1.95.
- 1.91 A review of the outer Green Belt for anomalies shows some need for change. The outer boundary in the A4251 corridor (formerly A41 trunk road) surrounds Tring and Berkhamsted. In places the width of the Green Belt is quite narrow. From Drayton Beauchamp to Bulbourne the boundary generally follows the Wendover Arm of the Grand Union Canal, field boundaries to Tring Reservoirs, the main line of the Grand Union Canal and Bulbourne Road. Little Tring is included in the Green Belt: here the boundary follows a field edge, Little Tring Road and the track to Tringford pumping station.
- 1.92 From Bulbourne to Berkhamsted Common the outer boundary follows the railway and then tracks and field boundaries, so as to follow the Bulbourne valley and maintain a Green Belt on the edge of Berkhamsted limiting its outward spread. In places woodland edges and tree lines help that definition. However, the boundary is ill-defined between Station Road (by Tring Station) and a right of way to Newground Road: the boundary crosses a field, the whole of which is in the Chilterns Area of Outstanding Natural Beauty. While it would be logical to extend the Green Belt outwards to the Hertfordshire Way (between Station Road and Newground Road), the change may be considered more than the correction of a minor anomaly, as it would include a small cluster of housing at Woodlea, Newground Road in the Green Belt. The boundary is also ill-defined at the top of Northchurch Common: a more logical boundary would follow the same track to New Road/B4506.
- 1.93 The outer boundary crosses from Berkhamsted Common to Water End and Gaddesden Row, maintaining a belt of a mile or so to the north of Hemel Hempstead. The edge with Berkhamsted Common is a well-defined boundary. However, it is difficult to tell where the Green Belt boundary through the common is on the ground from the Local Plan (1991-2011) Proposals Map. A correction of the minor anomalies here will be sufficient for the time being. The clearest feature on the ground is the track from Frithsden to Brickkiln Cottage and into its parking area. The path (right of way) from the edge of the common, crossing to the edge of Brickkiln Cottage's garden then follows the edge of the garden to its parking area and the track. The boundary then follows a bridleway (Icknield Bridleway) eastwards to the road: a dry valley

helps to define this route. A more robust long term boundary would follow the track and its woodland edge, and the road to Frithsden: this can be examined as part of a study to review the Green Belt (i.e. linked to the partial review of the Core Strategy - ref Appendix 1). Frithsden Copse – a private road with large houses - is included in the Green Belt to limit the intensification of development.

- 1.94 The boundary then follows Nettleden Road to Crossways Yard, and then farmland to Potten End Hill. Due to the enlargement of fields and removal of hedges, this is an ill-defined boundary now. The edges of Crossways Yard and Heizden's Wood provide clear markers: otherwise the boundary is delineated by unmarked rights of way, tracks or nothing. This boundary is not capable of minor correction. The better approach is to realign the boundary along Nettleden Road and A4146 (Leighton Buzzard Road): the use of some other field boundaries could only be a partial solution – see Map 28. This can be examined as part of the Green Belt study.
- 1.95 From Potten End Hill, the boundary follows roads, except where it crosses farmland between Red Lion Lane and Cupid Green Lane. The boundary follows a bridleway: apart from the beginning, it is conterminous with the Chilterns Area of Outstanding Natural Beauty (AONB) to Garmer Spring. The current Green Belt boundary crosses fields and is poorly defined. The AONB follows the bridleway and copse and hedgerows to Cupid Green Lane. This is the logical boundary for the Green Belt and is recommended for change.
- 1.96 From Gaddesden Row to Slip End, the outer Green Belt boundary follows roads. There are two exceptions:
- at Trowley Bottom, Flamsted, (the boundary encloses existing development and is conterminous with the AONB); and
 - where the boundary adjoins Markyate (this boundary is considered under 'Large Villages; Markyate' above).

Table 1: Matrix of Site Assessments

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land west of Aldbury	Aldbury	DBC	Agricultural	Agricultural	None	AONB	Open countryside	Including this land in the Green Belt would increase the boundary to be more logical using a more defensible line on the ground (Station Road and Newground Road); Consider in the future for changing due to large scale of the site	No change	Map 24
	Berkhamsted Place	Berkhamsted	DBC	Dwellings	No change	Yes - about 15 dwellings	TPOs	Semi-rural / residential	This area is characterised by residential properties in a rural setting. The character is different from neighbouring roads which have a more suburban feel. There are no logical or defensible boundaries to the area that would help the site be included within the existing built up area compared to the existing boundary	No change	N/A
Be/h 6	Blegberry, Shootersway	Berkhamsted	Agent submission	Greenfield	Housing	No		Open countryside / rural fringe	Considered as a potential Local Allocation during Core Strategy preparation. No logical or defensible boundary, four dwellings at Blegberry Gardens were designated as housing site through the local plan and is now complete	No change	N/A
Be/h 14 Be/c 2	British Film Institute, Kingshill Way	Berkhamsted	Agent submission	Storage and repair	Housing / Community	Yes	None	developed site on the edge of Berkhamsted	Significant built form at the site, separate from the main urban form of the town. Consider boundary for Major Developed Site	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Gaveston Drive	Berkhamsted	DBC	Back gardens	No change	Mature vegetation	TPO	Green, trees	Some rear gardens have been extended into the green heavily vegetated area to the rear of properties in Gaveston Drive. The trees to the rear of the road are protected by a TPO. It is noted that it does not appear that all properties have had their gardens extended, restricting possibilities of logical and defensible boundaries. It should also be noted that properties in Castle Gate Way are not in the Green Belt at present, together with the rear gardens of dwellings between Gaveston Drive and Castle Gate Way	No change	N/A
Be/h 1	Ivy House Lane	Berkhamsted	Agent submission	Agricultural	Housing	No	None	Open countryside	Not an anomaly to the existing green belt boundary	No change	N/A
Be/h 10	LA4 Hanburys	Berkhamsted	Agent submission	Green field / Agriculture / Residential	To be developed for housing (see Core Strategy)	Yes, homes		Green field	Masterplan in preparation; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	Map 2 / LA4
	Land above the Chiltern Park estate	Berkhamsted	DBC	Green field / Landscaping / Footpath	To be retained as a buffer to the Green Belt	No		Significant vegetation	Containing significant landscaping and mature trees, with RoW footpath unlikely to be redeveloped, does form a good defensible boundary whether in or out of the Green Belt	Add area to the Green Belt	Map 3

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land adjoining New Road, Berkhamsted Common	Berkhamsted	DBC	Agricultural	None	No		Countryside	Not currently a logical or defensible boundary. Realign boundary and allocate land as Rural Area	Remove from the Green Belt	Map 25
Be/h 9	Land at Ashlyns School	Berkhamsted	Landowner submission (HCC?)	Playing fields	Housing	No		Playing fields / open	Objection to loss of playing fields; no logical / defensible boundary; continued protection of educational use at the site	No change	N/A
Be/h 8	Land at Bank Mill Lane	Berkhamsted	Landowner submission; Local Plan rep	Agricultural	Housing	No	Watercourse and flood zone over part of the site	Open countryside, Agricultural	Currently open in character and green field. Land has scope to accommodate significant housing provision and would not constitute an appropriate release of Green Belt at this stage	No change	N/A
	Land at Frithsden Beeches and Berkhamsted Common Frithsden	Berkhamsted	DBC	Woodland / SSSI	None	No	SSSI	Woodland / Landscaping	In order to reinforce the status of the land the Green Belt boundary would replace the Rural Area designation, the amendment of the boundary would also help define a more defensible boundary along the road to the north; Consider in the future for changing due to large scale of the site	No change	Map 27

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
Be/L 3	Land south of Upper Hall Park and east of Swing Gate Lane	Berkhamsted	Governors of Ashlyn's School	Agricultural	Leisure	No		Open countryside	Should there be a need for the proposed use a proposal could be considered through the planning application process, especially as some of the uses mentioned in the submission are appropriate uses in the Green Belt.	No change	N/A
Be/h 7	Land to the west of Durrants Lane/Darrs Lane	Berkhamsted	Landowner submission; Local Plan rep	Agricultural	Housing	No		Open countryside, Agricultural	Currently open in character and on a prominent position in terms of topography. Potential boundary could relate to the Rookery woods to the south west and road on each western and eastern side. However land has scope to accommodate significant housing provision and therefore not an anomaly.	No change	N/A
Be/h 3	Lockfield, New Road	Berkhamsted	Agent submission	Allotments	Housing	No		Open, allotments, green	Considered as a potential Local Allocation during Core Strategy preparation. Situated between the canal and railway line, not in a flood zone. Site capable of accommodating significant new development and therefore not suitable for release	No change	N/A
	The Ashridge Estate	Berkhamsted	DBC	Agricultural	Agricultural	None	AONB / SAC	Open countryside	Including this land in the Green Belt would increase the boundary to be more logical using a more defensible line on the ground (Station Road and Newground Road); Consider in the future for changing due to large scale of the site	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land R/O 13-17 Oakwood	Berkhamsted	Agent submission (Pre-Submission Site Allocations consultation)	Residential gardens	No change	None	None	Green, trees	Long gardens and a reasonably dense belt of vegetation continue to contribute significantly to the rural setting and fulfil a valid Green Belt purpose. The development of Hockeridge View has respected the rural setting and not intruded into the Green Belt. Urbanisation of land rear of Oakwood alongside the A41 would visually encroach on the open countryside to south of the bypass.	No change	N/A
Be/h 2f	Land South of Ashlyns School	Berkhamsted	Agent submission (Pre-Submission Site Allocations consultation)	Agricultural	Housing	Yes – former livery buildings and hardstanding	None	Semi-rural	Not an anomaly to the existing green belt boundary	No change	N/A
	Castle Gateway	Berkhamsted	Agent submission (Pre-Submission Site Allocations consultation)	Greenfield	Housing	No	TPOs	Woodland	This area is characterised by woodland and dense vegetation at the edge of the town and is significantly different to neighbouring roads which have a suburban feel. There are no logical or defensible boundaries to the area.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
Bov/c1	Bovingdon Prison	Bovingdon	Agent submission	Prison	Prison; Existing planning permission for extensions	Significant built form across much of the site	None	Developed	Recommend review of Major Developed Sites	No change	N/A
	LA6 Chesham Road/Molyeaux Avenue	Bovingdon	Core Strategy	MOD land and building / Green field	To be developed for housing (see Core Strategy)	Yes		Green field	Masterplan in preparation; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	Map 16
	Land at Bovingdon Court	Bovingdon	DBC	Significant landscaping	None? Check reps	No		Green / Landscaped	Currently not a logical boundary of the settlement	Add area to the Green Belt	Map 19
	Land at Chipperfield Road	Bovingdon	2014	Back gardens / Residential	Representation received including this land and additional land for release from the Green Belt	Yes		Residential, surrounded by open countryside	Adjacent to settlements, an amendment could follow the settlement boundary well. Not advised to extend further along Chipperfield Road beyond the footpath due to conflict with the purposes of the Green Belt. The houses further along are also surrounded by countryside and less visibly part of the main village	Remove from the Green Belt	Map 18

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land at Church Street Sewerage Pumping Station	Bovingdon	DBC	Small building in green fields	None? Check tepts	Yes		Green field with well obscured small building	Building is on the very edge of the village, and the current boundary does not benefit from a defensible boundary. Likely that if small scale development were required at this site in the future Very Special Circumstances would exist to allow inappropriate development	Remove from the Green Belt	Map 17
Bov/h8	Land at Duck Hall Farm	Bovingdon	Landowner submission	Greenfield; Barns and farm buildings	Housing	Barns and farm buildings	Listed buildings	Agricultural	Considered as a potential Local Allocation during Core Strategy preparation. Built form is adjacent to the existing built up area of Bovingdon; number of planning applications relate to different uses at the site since the 1990s; Pre application advise in 2012/13 relate to the conversion of a barn to a dwelling. There is no logical or defensible boundary to the site, and there is some scope for redevelopment at the part of the site that is already development	No change	N/A
Bov/h1	Land at Duckhall Farm	Bovingdon	Agent submission	Greenfield	Housing	None		Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. This is the greenfield part of the site relating to Bov/h8. This site is isolated from the village and does not benefit from a logical or defensible Green Belt boundary	No change	N/A
Bov/h7	Land at Long Lane	Bovingdon	Landowner submission	Greenfield	Housing	None	TPO	Open and green field	Isolated away from the main village, mature vegetation, rural character	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
Bov/h4	Land at Middle Lane, Bovingdon	Bovingdon	Landowner submission	Greenfield	Housing	None	None	Mature vegetation, some earthworks and hard standing	Site isolated from the village, including the end of some residential back gardens.	No change	N/A
Bov/e1	Land between Ley Hill Road and Bakers Wood	Bovingdon	Landowner submission	Brickworks; Greenfield	Employment	Built form, industrial character and hard standing	Part designated as Major Developed Site	Industrial use	Site isolated in the Green Belt away from urban or residential areas. The existing use at part of the site is established and recognised as a MDS. To be included as part of the MDS review	No change	N/A
Bov/h2 Bov/h2a Bov/h9	Land rear of Louise Walk, Green Lane and Austin Mead	Bovingdon	Landowner submission	Greenfield	Housing	None	None	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. Greenfield, some hard standing, large area to the south of Bovingdon, no definitive, defensible or logical boundary to the south. Residential development not in the Green Belt to the north of the site.	No change	N/A
	The Close r/o Austins Mead, off Chipperfield Road	Bovingdon	DBC	Green field / mature vegetation	Housing	None		Trees	Significant and mature trees; no logical or defensible boundaries beyond rear gardens of properties	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Chilterns Jaguar Garage, Hempstead Road	Bovingdon	Landowner submission	Car Showroom	Not specified	Yes – buildings associated with use	None	Developed site on the edge of Bovingdon	Not an anomaly to the existing green belt boundary	No change	N/A
	A41 between Old Fishery Lane and London Road	Hemel Hempstead	DBC	Green field / Road and Railway	Continued use for road infrastructure	No		Infrastructure / Hard standing	Continuing with the pattern established in Map 7 the removal of this land from the GB would result in the A41 coming out of the GB here, with Old Fishery Lane as the defensible boundary. Questionable benefit, is it a genuine anomaly	Remove from the Green Belt	Map 8
	A41: Land adjoining Roughdown Common and Hemel Hempstead Station	Hemel Hempstead	DBC	Green field / Road and Railway	Continued use for rail and road infrastructure	No		Infrastructure / Hard standing	Removal of GB would link the two non-GB areas on either side of the railway line/A41. The use appears as developed, with primary infrastructure and little green field use	Remove from the Green Belt	Map 7
H/h4 7	Boxmoor	Hemel Hempstead	Core Strategy	Rugby pitches	Housing	None	Flood zone; RIGS	Open land; Sports provision	Open and Green in character. Site benefits from logical and defensible boundaries. The site does contribute to a gap between Bourne End and Hemel Hempstead. Site is significantly restricted by statutory designations which prevents development potential	No change	N/A
H/h5 4	Bunkers Park	Hemel Hempstead	Core Strategy	Green field	Housing	None	Country Park	Open countryside	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Land at H/L3 allocated for leisure use in DBLP 2004, Country Park designation implemented.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
H/h45	Felden	Hemel Hempstead	Core Strategy	Agricultural	Housing	Detached dwelling		Open countryside, Agricultural	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Land beyond the main built up area of Feldon. The wider area has a potential defensible boundary and the land could accommodate significant development, but is not in a sustainable location. This site is beyond the scope of this assessment	No change	N/A
H/h48	Gadebridge North	Hemel Hempstead	Core Strategy	Agricultural	Housing	None	Topography	Open countryside, Agricultural	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Land beyond the existing logical or defensible boundary and could accommodate significant development. This change to the Green Belt boundary is beyond the scope of this assessment. Separate assessment for H/t3	No change	N/A
H/h40 H/h63	Gorhambury Estate land	Hemel Hempstead	Landowner submission	Agricultural; Some Previously Developed Land	Housing	Little built form; Hard standing		Countryside	This site is adjacent to Hemel Hempstead but within the administrative control of St Albans District Council. Land could accommodate significant new development. This land is identified in the Core Strategy as potential for a joint Area Action plan with SADC. No Green Belt change at this stage. The land was also identified in the Stage 1 joint Green Belt review	No change	N/A
H/h46	Grovehill and Woodhall Farm	Hemel Hempstead	Core Strategy	Agricultural	Housing	None		Open countryside, Agricultural	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Land beyond the existing logical or defensible boundary and could accommodate significant development. This change to the Green Belt boundary is beyond the scope of this assessment. Separate assessment for H/t3	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
H/h8 2	Hendalayk, off Roughdown Villas road	Hemel Hempstead	The Boxmoor Trust	Green field	Housing	None	Significant trees	Green field with mature vegetation	Site has potential for a modest number of dwellings in the Green Belt, which could follow the existing pattern of development. However this site is not an anomaly and beyond the scope of this assessment	No change	N/A
H/h1 H/h2 5 H/h4 1	LA1 Marchmont Farm	Hemel Hempstead	Landowner submission; Core Strategy; Inspectors Report	Green field / Agriculture	To be developed for housing (see Core Strategy)	No	None	Green field	Masterplan in preparation; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	Map 4 / LA1
H/h4 9	LA2 Old Town	Hemel Hempstead	Core Strategy	Green field	To be developed for housing (see Core Strategy)	No		Green field	Masterplan in preparation; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	Map 5 / LA2

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
H/L4 H/h6 2 H/h6 2a-d H/h6 7 H/h6 7a H/h8 4	LA3 West Hemel Hempstead	Hemel Hempstead	Landowners; Core Strategy	Green field / Agriculture	Housing / Open Space (see Core Strategy)	None		Green field	Masterplan in preparation; Treated as countryside in the interim before development is commenced	To be removed from the Green Belt	Map 6 / LA3
H/h9 0	Land adj. 7-8 Meadow Way	Hemel Hempstead	Agent submission	Paddock	Housing	None		Green field	Benefits from a defensible boundary, small scale site for 4 dwellings which could follow the existing pattern of development	Add and remove parts of the Green Belt to regularise and to create a defensible boundary	N/A
H/h8 9	Land adj. Red Lion PH, Nash Mills Lane	Hemel Hempstead	Agent submission	Pub garden; Green Field	Housing	None	Part in function flood plain	Green, open, recreational	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Parcel of land between canal and main roads, would be capable of accommodating significant development, and would benefit from a defensible boundary, however given the scale it would not be appropriate to allocate at this time.	No change	N/A
H/h8 4	Land at Fields End Lane	Hemel Hempstead	Agent submission	Agricultural	Housing	None		Open countryside	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Land to the north of LA3, there is a defensible boundary to the north. The scale of the site would be beyond the needs of the current plan period and this assessment	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
H/h4 8a	Land at Gadebridge North (Boxted Farm)	Hemel Hempstead		Farm	Housing	Farm buildings		Rural countryside	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Site isolated from the existing built up area. Beyond the scope of this assessment as not an anomaly and with no logical or defensible Green Belt boundaries	No change	N/A
H/h9 3	Land at Holtsmere End	Hemel Hempstead		Agriculture	Housing	None		Open countryside	No logical or defensible boundaries. Size of the land able to accommodate significant development and therefore beyond the scope of this assessment.	No change	N/A
	Land at the junction of Lower Road and Bunkers Lane	Hemel Hempstead	DBC	Green field / Highway verge	Retention of highway verge	No	Highway land	Green highway verge	Current boundary separated by a brick wall/vegetation. A more defensible boundary would be the Lower Rad and Bunkers Lane	Add area to the Green Belt	Map 10
H/h6 5	Land North of Gadebridge	Hemel Hempstead	Landowner submission	Green field	Housing	None	None	Open countryside	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Site is beyond the natural Green Belt boundary, contains no built form, and would not offer a more a logical or defensible boundary compared to the existing.	No change	N/A
H/h8 6	Land off Featherbed Lane	Hemel Hempstead	Agent submission	Green field	Housing	None		Green field	Land between two main roads, adjacent land allocated for Leisure, Social and Community facilities. It is intended that this land is left open, between main roads and established and existing urban residential area	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land off Ridgeway Close, London Road	Hemel Hempstead	Landowner submission	Landscaping	Housing development	No		Mature landscaping	Mature landscaped site, bound by a road and the railway line	No change	N/A
	Land south of Nettleden Road, Nettleden and Water End	Hemel Hempstead	DBC	Agricultural	None	No		Countryside	In order to reinforce the status of the land the Green Belt boundary would replace the Rural areas designation, the amendment of the boundary would also help define a more defensible boundary along the road to the north; Consider in the future for changing due to large scale of the site	No change	Map 28
	Land west of Cupid Green Lane	Hemel Hempstead	DBC	Agricultural	None	No		Countryside	Gap between AONB and GB, would be logical for the two to join for appropriate coverage of each designation	Add area to the Green Belt	Map 23
H/h7 1 H/h7 1a	London Road, Boxmoor	Hemel Hempstead	Inspectors Report	Farm, Employment use	Housing	Yes - farm buildings and single storey car maintenance buildings	None	Non-residential uses within countryside	Site is beyond the logical boundary of the existing urban area, site has a different character compared to the existing urban residential area. There is no logical boundary that would enable a defensible boundary here.	No change	N/A
H/h4 4	Nash Mills	Hemel Hempstead	Core Strategy	Employment area and Green field	Housing	Some redevelopment already undertaken	Employment Area	Employment area and open countryside	Considered as a potential Local Allocation during Core Strategy preparation. Land divided in two by a road - part employment, part green field; Green field part helps define the gap between Hemel Hempstead and Kings Langley, as with KL/h3 and KL/L1 also urban area not in Dacorum boundary	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
H/L7	Sappi (Site B), Belswains Lane	Hemel Hempstead	Landowner submission	Green field	Housing	None	Employment Area	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. Green field part helps define the gap between Hemel Hempstead and Kings Langley, which is identified as a strategic gap between towns that needs to be maintained	No change	N/A
H/h72	Sheethanger Lane, Felden	Hemel Hempstead	Inspectors Report	Agricultural	Housing	None		Open countryside	Site previously identified though Assessment of Alternative Growth Locations for Hemel Hempstead May 2009. Site able to accommodate significant development, potential for part defensible boundary, but scale beyond the scope of this assessment	No change	N/A
H/h32 / H/h42 / H/h68	Shendish Manor	Hemel Hempstead	Agent submission	Agricultural, Hotel and Golf Course	Housing	Hotel buildings		Agricultural, Green Field, Hotel	Considered as a potential Local Allocation during Core Strategy preparation. Site is beyond the logical boundary of the existing urban area. The site in the wider area plays an important role in separating the urban areas of Hemel Hempstead and Kings Langley	No change	N/A
H/h23	The Hive, Featherbed Lane, Felden	Hemel Hempstead	.	Agricultural; Green field	Housing	Detached dwelling	Flood risk	Green field	Site beyond the logical or defensible boundary. Isolated from the main existing urban area, unsustainable location	No change	N/A
	46 Rectory Lane	Kings Langley	DBC	Dwelling	None	House		Semi rural / residential	Adjacent to the wider Rectory farm. No additional logical or defensible boundary; sensitive area / strategic gap between Kings Langley and Hemel Hempstead should be protected	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
KL/h 5	Hill Farm, Love Lane	Kings Langley	Site identified by Member	Farm; Agricultural	Housing	Farm buildings	Conservation Area; Adjacent to Open Land	Farm; Rural	Site only borders the urban area on one side (Love Lane), which forms the defensible boundary to the existing urban area. General area discussed at Core Strategy EiP and determined the review of the site should be included in the EPR and not appropriate for release at that time,. The scale of the site is beyond that of a minor anomaly	No change	N/A
KL/h13	Land at Love Lane WD4 9HW	Kings Langley	Agent submission	Green field	Housing	None		Countryside	Site adjacent to the urban area, but beyond the logical and defensible boundary of Love Lane. Site does not benefit from a logical or defensible boundary. Noted that there is built form surrounding the site (School MDS, farm buildings, detached properties of Chipperfield Road, and area forming part of a conservation area). No Green Belt sites identified in the core strategy to be released for housing in Kings Langley. The site might be appropriate as a rural exception site for affordable housing. General area discussed at Core Strategy EiP and determined the review of the site should be included in the EPR and not appropriate for release at that time,. The scale of the site is beyond that of a minor anomaly	No change	N/A
KL/h 3 KL/L 1	Rectory Farm, Rectory Lane	Kings Langley	Agent submission for housing; Site identified by Member for leisure use	Farm; Agricultural	Housing; Leisure	Farm buildings	Adjacent to watercourse/flood risk	Open fields; farm buildings,	Considered as a potential Local Allocation during Core Strategy preparation. Located between Hempstead road and the Grand Union canal, the site benefits from clear defensible boundaries on all sides. The shortest side boundary is to the north, which is partly logical/defensible due to mature trees, but is also partly open. The site currently helps creates a Green Belt buffer before the area between Nash Mills and Kings Langley. Should the site be developed the gap between urban areas would be significantly reduced.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	127a London Road	Markyate	DBC	Dwelling house	None	Yes		Residential site bounded by highways on three sides	Exclusion of the site from the Green Belt is logical, corrects an anomaly and creates a defensible boundary	Remove from the Green Belt	Map 20
M/h 4	Dammersey Close	Markyate	DBLP 2004 Inspectors report	Greenfield	Housing	None	Flood zone and watercourse;	Open countryside; Agricultural	Open character, site is large in size capable of accommodating significant house, site is beyond the obvious logical or defensible boundary on the south eastern side especially	No change	N/A
	Land rear of Farrier Top and High View	Markyate	DBC	Back gardens / Vegetation	None? Check reps	No		Landscaped	Amendment would help create a more visible and defensible boundary	Remove from the Green Belt	Map 21
T/e3 T/L1 T/L3	Dunsley and Cow Farm Lane	Tring	Landowner submission	Agricultural	Employment; Leisure	None	ACONB	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. This is a large site able to accommodate significant development south of the main village. The scale of the site is beyond the scope of this assessment and not appropriate for release at this time. It may be that some leisure uses would be appropriate development in the Green Belt, which would not require a change to the Green Belt boundary.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
T/h4	LA5 Icknield Way	Tring	Developer	Green field / Agriculture	To be developed for housing (see Core Strategy)	No	Part AONB	Green field	Masterplan in preparation; Boundary adjacent to AONB; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	Map 11 / LA5
T/e1	Land Adjacent to Icknield Way General Employment Area (LA5)	Tring	DBC	Green field	Employment	None	Part of wider site is AONB	Countryside	This site form a small part of the LA5 site which was allocated in the Core Strategy for housing, playing fields, open space, extension to the employment areas and potential extension to the cemetery. See LA5 Master Plan for more details; Treated as countryside in the interim before development is commenced.	To be removed from the Green Belt	See Map 11 / LA5
T/t1	Land Adjacent to Tring Station car park, Station Road	Tring	Network Rail	Reinstated farmland to temporary car park	Permanent car park	None - hard standing	AONB	Car park	The site is isolated from the existing urban area and therefore not appropriate from release from the Green Belt. Proposals to be considered under the transport section of the Site Allocations	No change	N/A
T/L2	Land at Hastoe Lane/Park Road	Tring	Local Plan Inquiry	Agricultural	Leisure	None	AONB	Open countryside; mature vegetation	The nature of the leisure space is unknown, which may result in an appropriate use in the Green Belt. Regardless, there are unclear logical boundaries to the site which would also be indefensible.	No change	N/A
T/h5	Land at New Mill	Tring	Landowner submission	Agricultural	Housing	None		Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. Site would be capable of accommodating significant development and beyond the scope of this assessment. There are also no logical or defensible boundaries	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
	Land at rear of 118 Grove Road	Tring	DBC	Back garden	Retention	No		Mature vegetation	Irregular shaped back garden - pointed boundary defined by vegetation creating defensible boundary. Would be no benefit in including the land in green Belt without a more defensible boundary, although it may be more logical in relation to neighbouring and prevailing boundaries.	No change	Map 13
	Land at Ridge View off Marshcroft Lane	Tring	DBC	Agriculture	Retain as agriculture	No	Agri Class 3a	Open fields	There is no logical defensible boundary to current designation	Add area to the Green Belt	Map 12
	Land at Tring Park School for the Performing Arts	Tring	DBC	Green field / Landscaping	Retention	No	Part TPO	Substantial landscaping	No more defensible than the current boundary. Site contains substantial vegetation/mature trees	No change	Map 15
T/e2 T/h6	Land Between Marshcroft Land and Station Road	Tring	Landowner submission	Agricultural	Employment; Housing	None	Adjacent to AONB; Archaeology	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. This is a large site able to accommodate significant development between the main village and the railway station. The scale of the site is beyond the scope of this assessment and not appropriate for release at this time.	No change	N/A
T/h1 0	Land between Station Road, Cow Road and London Road	Tring	Landowner submission	Agricultural	Housing	Farm buildings	AONB	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. Attached to T/e3, T/L1 T/L3. No logical or defensible boundaries, site able to accommodate significant development and therefore beyond the scope of this assessment.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
T/L4	Land east of Cow Lane	Tring	Local Plan Inquiry and site occupier	Rugby club; One pitch	Leisure	Club house and hard standing	AONB	playing pitch and club	Considered as a potential Local Allocation during Core Strategy preparation. The site does not benefit from defensible or logical boundaries. The site currently used for playing pitches is an appropriate use in the Green Belt, and the NPPF does allow for limited extension to existing facilities. The nature of the proposals are unclear, and no appropriate to amend the boundary.	No change	N/A
T/h3	Land north of Icknield Way	Tring	Agent submission	Agricultural	Housing	None	(Article 4 Directions)	Open countryside	Located on the north side of Icknield Way. Land does not have a clear logical or defensible boundary. It is a significant size site and beyond the scope of this assessment	No change	N/A
T/h15	Land north of Icknield Way / south of Grand Union Canal	Tring	HCC	Agricultural / Rural	Housing	Some dwellings and farm buildings		Rural countryside, isolated/scattered built form	Considered as a potential Local Allocation during Core Strategy preparation. Significant scale site in the Green Belt not identified through the Core Strategy for future development.	No change	N/A
	Land rear of 118 Grove Road	Tring	DBC	Back garden	Retention	No		Mature vegetation	The current boundary follows the line of garden ownership and defensible boundary. Although a straight line across might be a more logical boundary, the deviation is minor and is complemented by significant/mature vegetation	No change	Map 13
T/h2	Marchcroft Lane	Tring	Landowner submission	Agricultural	Housing	None	Area of Archaeological significance	Open countryside	Site is located between the existing urban area and the proposed site for development at T/e2 and T/h6. The proposed boundaries are undefined on the ground and therefore not logical or defensible.	No change	N/A

Reference	Site	Town	Source of site rep	Existing Use	Proposed Use	Built form	Constraints	Character	Comments	Recommendation for Green Belt Boundary	Map reference
T/h1 1	Station Road/Cow Lane	Tring	DBC	Green field	Housing	None	AONB	Open countryside	Considered as a potential Local Allocation during Core Strategy preparation. The site is located close to Tring village centre, with logical and defensible boundaries on two out of three sides of the site. There is no defensible boundary on the side open to the Green Belt. The site is also within the AONB and therefore not an appropriate site for release from the Green Belt.	No change	N/A
	The Garden House and Beechwood	Tring	DBC	Back gardens / Residential	for additional dwellings at this site in the early 1990s. This may well be pursued in the future should the land be removed from the Green	Yes		Back garden / Residential	The current boundary does not follow a logical boundary and would not be as defensible compared to the proposed amended boundary. Proposed boundary follows the prevailing building line and boundary with the AONB	Remove from the Green Belt	Map 14
T/L5	Waterside Way, land north of Icknield Way	Tring	Agent submission	Reservoir	Marina	None	AONB / Article 4	Rural, open, waterways	Considered as a potential Local Allocation during Core Strategy preparation. The site is isolated from the existing urban area and therefore not appropriate for release from the Green Belt. Very special circumstances would be required for such a proposal	No change	N/A

Recommendations

- 1.97 It is recommended that a number of minor changes are made to the existing Green Belt boundary in Dacorum, to correct anomalies and define boundaries for the Local Allocations. The following amendments to the boundary are recommended and shown in Appendix 2. The boundary changes associated with the Local Allocations reflect the sites identified for development through the Core Strategy. (Note that the map numbers identified below are for the purpose of this paper, not the Site Allocations document itself).
- 1.98 Additions to the Green Belt
- Land above the Chiltern Park Estate, Berkhamsted (Map 3)
 - Land at the junction of Lower Road and Bunkers Lane, Hemel Hempstead (Map 10)
 - Land at Ridge View off Marshcroft Lane, Tring (Map 12)
 - Land at Church Street, Bovingdon (Map 17)
 - Land at Bovingdon Court, Bovingdon (Map 19)
 - Land west of Cupid Green lane north of Hemel Hempstead (Map 23)
- 1.99 Removals from the Green Belt
- Land at A41 land adjoining Roughdown Common and Hemel Hempstead station (Map 7)
 - Land at A41 between Old Fishery Lane and London Road, Hemel Hempstead (Map 8)
 - Land at and adjoining Garden House, London Road, Tring (Map 14)
 - Land at Chipperfield Road, Bovingdon (Map 18)
 - 127a London Road, Markyate (Map 20)
 - Land rear of Farrier Top and High View, Markyate (Map 21)
 - Land adjoining New Road, Berkhamsted Common (Map 25)
- 1.100 Local Allocations
- LA4 Hanburys, Berkhamsted (Map 2)
 - LA1 Marchmont Farm (Map 4)
 - LA2 Old Town (Map 5)
 - LA3 West Hemel Hempstead (Map 6)
 - LA5 West Tring (Map 11)
 - LA6 Bovingdon (Map 16)
- 1.101 Correction of the Green Belt boundary
- Land at Frithsden Beeches, Berkhamsted Common (Map 26)
- 1.102 Recommended future additions to Green Belt potentially to be taken forward through the Early partial review:
- Land west of Aldbury (Map 24)
 - Land at Frithsden Beeches and Berkhamsted Common, Frithsden (Map 27)
 - Land south of Nettleden Road, Nettleden and Water End (Map 28)

1.103 Recommended Schedule for minor amendments to the Green Belt boundary

Hemel Hempstead		
GB/1	LA1 Marchmont Farm, Hemel Hempstead	Local Allocation – removal from the Green Belt and addition to the settlement of Hemel Hempstead
GB/2	LA2 Old Town, Hemel Hempstead	Local Allocation – removal from the Green Belt and addition to the settlement of Hemel Hempstead
GB/3	LA3 West Hemel Hempstead	Local Allocation – removal from the Green Belt and addition to the settlement of Hemel Hempstead
GB/4	Land at A41 between Old Fishery Lane and London Road, Hemel Hempstead	Removal from the Green Belt and addition to the settlement of Hemel Hempstead
GB/5	Land at A41 land adjoining Roughdown Common and Hemel Hempstead station	Regularising of Green Belt boundary including: a small addition to the Green Belt; and larger area removed from the Green Belt and addition to the settlement of Hemel Hempstead
GB/6	Land at the junction of Lower Road and Bunkers Lane. Hemel Hempstead	Removal from the settlement of Hemel Hempstead and addition to the Green Belt
Berkhamsted		
GB/7	LA4 Hanburys, Berkhamsted	Local Allocation – removal from the Green Belt and addition to the settlement of Berkhamsted
GB/8	Land above the Chiltern Park Estate, Berkhamsted	Removal from the settlement of Berkhamsted and addition to the Green Belt
Tring		
GB/9	LA5 West Tring	Local Allocation – removal from the Green Belt and addition to the settlement of Tring
GB/10	Land at and adjoining Garden House, London Road, Tring	Removal from the Green Belt and addition to the settlement of Tring
GB/11	Land at Ridge View off Marshcroft Lane, Tring	Removal from the settlement of Tring and addition to the Green Belt
Bovingdon		
GB/12	LA6 Bovingdon	Local Allocation – removal from the Green Belt and addition to the settlement of Bovingdon
GB/13	Land at Bovingdon Court, Bovingdon	Removal from the settlement of Bovingdon and addition to the Green Belt
GB/14	Land at Chipperfield Road, Bovingdon	Removal from the Green Belt and addition to the settlement of Bovingdon
GB/15	Land at Church Street, Bovingdon	Removal from the settlement of Bovingdon and addition to the Green Belt

Minor amendments to Small Villages in Green Belt or Rural Area

Background

- 2.1 The envelope boundaries of small villages are to be reviewed as part of the forthcoming Site Allocations DPD. The approach and policies adopted in the Core Strategy 2013 will be used as the starting point of the review, using the existing boundaries from the adopted Dacorum Borough Local Plan 2004. Alterations have been considered taking into account any representations received over the course of preparing the local planning framework, and in light of the principles within the National Planning Policy Framework (NPPF). A similar approach will be taken to assessing Green Belt boundary changes that relate to minor anomalies.

Scope

- 2.2 Villages that are 'washed over' by the Green Belt or Rural Area designation are defined spatially by their envelope. Within this envelope there is scope under Green Belt and Rural Area policy both locally and nationally for 'limited infilling'. This allows for small scale development within the limits of the physical form of the built up area.
- 2.3 The way that Green Belt and Rural Area designations are treated is similar, and so the same principles will apply. The roles of the designations are different, but the pressures that they face are comparable. The aim of both designations is to resist development which does not retain the open character of the wider area.
- 2.4 The outcome of the 2006 consultation on the Issues and Options version of Site Allocations document is set out in Volume 1 of the Consultation Report. The summary of views on 'Settlement' stated that a similar stance to villages should be taken as to the Green Belt. It was considered that only minor adjustments should be made, and it is noted that no specific development opportunities were identified from the 2008 consultation.
- 2.5 There were a number of questions aimed at village envelopes in both the Green Belt and the Rural Area. The general consensus was that no changes should be made to envelopes to help meet local development needs. Differentiation was made between the two designations (Green Belt and Rural Area).

Assessment Framework

- 2.6 The following criteria will be used to assess the irregularities and proposed changes to the existing boundary. The reasons for incorporating land with the Green Belt or Rural Area are the foundation for considering amendments.

Other material considerations and characteristics feed into the justification for including or excluding land from the envelopes:

- Planning history – This will be used to establish any additional interest from land owner's in respect of their intended use of the area to be included or excluded.
- Is it back garden, brownfield or green field land? – If the site is currently previously developed or forms part of a small back garden it should be included within the boundary. If the site is green field or is a large back garden, and not part of the built form of the village it should not be excluded.
- Is it agricultural land? If so, what grade? – If the site is used for agricultural purposes, particularly those of higher grades it should not be included in a village envelope as this is a common use of the Green Belt or Rural Area.
- Does the site have the potential to create a significant size of developable land? – Development is allowed in small villages within the Green Belt or Rural Area that can be described as 'limited infill'. This involves 1 or 2 new dwellings that are affordable.
- Is the site in line with the settlement hierarchy in the Core Strategy 2013? – Any additional sites for inclusion should appropriate and proportionate to the scale of the village, and access to services and facilities.
- Does the site boundary follow a physical or natural landscape feature? The new boundary of the village should be defined by a physical or natural landscape feature, such as trees, woodland, hedgerows, roads, footpaths, watercourses or topography. This enables the boundary to be defensible, or resistant to development beyond the boundary.
- Is the site boundary logical in defining the built up area of the village? – The built form of a village should be grouped together, not sprawling and not inclusive of larger green spaces

2.7 Villages that have envelopes are defined as areas of development restraint.

Type of development	Type of location	Name	Designation
Areas of development restraint	Small village within the Green Belt	Chipperfield Flamstead Potten End Wigginton	Village envelope review with the Green Belt
	Small village within the Rural Area	Aldbury Long Marston Wilstone	Village envelope review with the Rural Area

2.8 The assessment matrix for proposed sites for inclusion within village envelopes is in Table 2. Also in table 2 is a site assessment for 'Land adjoining Dixons Wharf' - a site within the rural area close to, but not

adjoining, Wilstone village which was submitted as a potential housing site in response to the Site Allocations Pre-Submission consultation.

Recommendations

- 2.9 A matrix for the individual site assessments can be seen in Table 1. There are six recommendations for sites to be included with an existing village envelope.
- 2.10 These include: dwellings at Linnins Pond and 22-23 College Close in Flamstead; the Garden Scene Nursery, Hermes and The New Bungalow in Chipperfield; and rear garden at 25 Cheddington Lane, and correction to the boundary at the rear of Station Road in Long Marston.
- The two in Flamstead are sites that are established residential development adjacent to the existing envelope. Their inclusion would result in a boundary that is logical and defensible.
 - The site in Chipperfield relates to the inclusion of two established dwellings and the rear part of Garden Scene Nursery. In principle the redevelopment of the garden centre building is acceptable for a suitable use, provided that the retail and community aspects are retained. Should this long site which stretches northwards be included in the boundary, the adjacent two dwellings should also help create a defensible boundary. The majority of the rear gardens of the dwellings are not included, which is consistent to other scenarios in the Borough.
 - The rear garden at 25 Cheddington Lane in Long Marston runs parallel to the road and contains a temporary structure. Recent planning applications and appeals have resulted in approval being given for a dwelling on the site. The site appears as part of the main dwelling and for these reasons should be included within the envelope. There is also a section to the rear of Station Road where the boundary is inconsistent with features on the ground, this is corrected and regularised.
- 2.11 See Appendix 3 for the Maps in relation to the sites.

Table 2: Matrix of Site Assessments

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
O/h6	Bourne End Lane	Bourne End	Landowner submission	2006	Housing and green field	Housing	Dwellings		Rural	Ref overlapping with O/h13 O/h20. Sites isolated from existing urban areas and village envelopes. Not appropriate for amendments due to illogical and indefensible boundaries	No change	N/A
O/h13	Land in Bourne End village, Bourne End	Bourne End	Landowner submission	2008	Greenfield	Housing / Affordable housing?	None		Rural, countryside	Ref overlaps with O/h6 O/h20. Sites isolated from existing urban areas and village envelopes. Not appropriate for amendments due to illogical and indefensible boundaries	No change	N/A
O/h20	Land off Bourne End Lane	Bourne End	Landowner submission	2008	Green field	Housing	None		Open countryside	Ref overlapping with O/h6 O/h13. Sites isolated from existing urban areas and village envelopes. Not appropriate for amendments due to illogical and indefensible boundaries. Site may be capable of providing some affordable housing as a rural exception site	No change	N/A

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
O/Smlv b1	Garden Scene Nursery, Chapel Croft	Chipperfield	Landowner submission	2008	Garden centre, village shop, community facilities	Housing	Substantial permanent buildings, part in/out village boundary		Built up, commercial	The site is a long rectangle site, the front shortest side faces the main road through Chipperfield, so the front part is half in half out of the existing village boundary. The village shop and hall is situated towards the front of the site, with commercial uses to the rear. There is a secondary vehicular access from Croft Lane, which connects the sites, which appears as one site to the northern part of the defined village area. There are substantial buildings on the site and representations have been made for housing which may improve the appearance of the site in Green Belt terms. (also see assessment for adjacent The New Bungalow and Hermes)	Include area into the village envelope	Map
	The New Bungalow and Hermes at Chapel Croft	Chipperfield	DBC	2014	Two dwellings	None	established dwellings		Residential	These two dwellings adjacent to Garden Scene Nursery do not warrant inclusion within the boundary unless associated with a change in relation to the garden centre as well. A defensible boundary would see the two sites be included in the village boundary along the dwellings immediate garden curtilage	Include area into the village envelope	Map
	22+23 College Close	Flamstead	DBC	2014	Two dwellings	None	Yes - two detached dwellings		Residential	Currently the boundary cuts across the two residential sites without a defensible boundary. It would be logical to include the two houses within the envelope and make the boundary of the site, which is established to be the defensible boundary.	Include area into the village envelope	N/A

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
	Dwellings at Linnins Pond	Flamstead	DBC		Dwellings at the end of a cul de sac	Inclusion with village envelope	6 dwellings /garage block		Residential	Built up, similar character to the rest of the village. Woods to the south forms and effective logical and defensible boundary	Include area into the village envelope	Map
O/h10	Land at Chequers Hill	Flamstead	Agent submission	2008	Paddocks	Housing	None		Greenfield	Prominent corner site outside of defined village envelope. Greenfield site located in Green Belt. Forms part of open countryside surrounding the settlement.	No change	N/A
	25 Cheddington Lane	Long Marston	Landowner submission	2014	Back garden / temp structure	Inclusion with village envelope	None		Back garden to a single dwelling with temporary structure	Site continues the street frontage along Cheddington Lane, the north side of the site does not have a defensible boundary. The site has a rural character, but is clearly associated with the main dwelling. Recently upheld appeal to replace the structure in the garden with a dwelling. For this reason it is proposed to include the land within the envelope.	Include area into the village envelope	Map
O/h17	Land at Marston Place, Chapel Lane	Long Marston	Agent submission	2008	Green field	Housing	None	CA; Site of Arch. Imp; Flood Zones	Green field	Site beyond the natural built form of the village, there may be a case for the site to form an exception with affordable housing although the proposed scale would be too significant for the size of the village.	No change	N/A
	Land to the rear of properties in Station Road	Long Marston	DBC		Boundary fence/rear garden/fields	N/A	None		Edge of village with rear gardens	The existing boundary is noticeably out of line with current mapping for the edge of the village here. Irregularities should be realigned to the end of rear gardens with the fields to the east of the village.	Correct boundary	

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
	The Spinney, Little Heath Lane	Potten End	Landowner submission	2014	Green Belt / Dwelling	Housing	Detached dwellings		Single dwelling with open land	The site is adjacent to the village envelope for Potten End. The site is separated from the envelope by a track leading to the field behind the houses within the envelope. The track forms a logical boundary to the village. The position of the site makes it unsuitable for additional housing in this unsustainable location.	No change	N/A
O/smlv b2	Vicarage Road	Potten End	Landowner Submission	2008	Detached dwellings	Inclusion with village envelope	Yes - 4 detached dwellings	AONB	Rural , detached dwellings with large rear gardens	Similar character to The Hamlet which is included in the envelope. An amendment to the boundary may be logical but would not increase the ability to defend the boundary. The character of these sites is rural and provides a logical fringe to the existing village to the Green Belt	No change	N/A
	Gearys Hill	Wiggington	Agent submission	2014	Green field	Housing	None	AONB	Rural. Greenfield to the rear of existing dwelling	Site isolated from the existing village envelope. Change would not be appropriate due to its green field character and isolated location	No change	N/A
	Hunters Quay, Hemp Lane	Wiggington	Landowner submission	2014	Back garden	Housing	None	AONB	Back garden to a single dwelling	Large rear garden to a single detached dwelling. Logical boundary along the road, but not on other sides of the site. Boundaries would not be defensible. The site is rural in character with no previously developed land	No change	N/A

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
O/h2	The Twist	Wigginton	Landowner submission	2006	Green field	Housing (affordable units)	None		Open countryside	Site beyond the logical and defensible boundary of the village. Proposed scale of development inconsistent with the policies in the Core Strategy	No change	N/A
	Field to the north east, adjoining Grange Road	Wilstone	DBC	2014	Green field	Housing / Affordable housing?	None		Open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
	Field to the west of Wilston by the church	Wilstone	DBC	2014	Green field	Housing / Affordable housing?	None		Open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
	Glebe Field	Wilstone	DBC	2014	Green field	Housing / Affordable housing?	None		Open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
O/h4	Grange Road	Wilstone	DBC housing submission	2006	Green field	Housing	None		Rural area with dwellings	This site is isolated away from existing urban areas and existing village envelopes. It would not be appropriate to remove this site from the Green Belt	No change	N/A
O/h5	Grange Road	Wilstone	Landowner submission	2006	Agricultural	Housing	None	Adjacent to Wildlife Site	Open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A

Reference	Site	Town	Source of site rep	Site Appraisal	Existing	Proposed Use	Built form	Constraints	Character	Comments	Recommendation	Map reference
O/h12	Land at Rosebarn Lane	Wilstone	HCC	2008	Agricultural	Housing	None		Grazing, open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
O/h19	Land south west of Wilstone	Wilstone	Landowner submission	2008	Green field	Housing	None		Agricultural	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
O/h7	Wilstone Bridge, Tring Road	Wilstone	British Waterways	2006	Green field	Housing	None		Grazing, open countryside	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A
	The Old Cowhouse , The Mill	Wilstone	Landowner submission	2015	House and garden	Additional dwelling	Dwelling	Conservation area. Area of archaeological significance	Rural area with dwellings	Site consists of a dwelling and rear garden. The existing boundary of the village envelope is along the road which is a more logical and defensible boundary than the curtilage of the dwelling.	No change	N/A
	Land adjoining Dixon's Wharf	Wilstone	Landowner submission	2015	Greenfield	Housing	None		Rural area	Site would be able to accommodate significant new development that would be beyond the scope of the approach in the Core Strategy	No change	N/A

2. Review of Major Developed Sites in the Green Belt

Background

- 3.1 The Core Strategy was adopted in September 2013, which sets out the Council's vision and strategy for the Borough from now until 2031. There are a range of overarching policies to guide future development and land use in the Borough. It also sets the parameters for further policy documents as part of the Local Planning Framework. The forthcoming Site Allocations DPD for Dacorum adds detail to the Core Strategy and will supersede additional policies and designations from the adopted Dacorum Borough Local Plan 2004. Policy 5 on Major Developed Sites in the Green Belt establishes the sites in the Green Belt and the principles for new development at these sites.
- 3.2 The National Planning Policy Framework (NPPF) was adopted in March 2012, so whilst the principles of the Green Belt policy have changed very little from previous guidance, it is prudent to reconsider the scale and use of large scale development to see if this has changed or should be allowed to change.
- 3.3 The purpose of this review is to identify:
- What the pressures for Major Developed Sites (MDS) in the Green Belt are in Dacorum;
 - Whether the existing MDSs meet the purposes of the Green Belt in the NPPF;
 - Whether there are any other sites within the Borough that should be included in the forthcoming Site Allocations DPD; and
 - To establish if any changes are required to the outer or infill boundaries.
- 3.4 The production of the new local planning framework for Dacorum provides the opportunity to provide the spatial means of accommodating the many conflicting needs in terms of development. These documents will contain the policies by which development will be guided for the period of the Plan. It is therefore appropriate that the status of each of the current Site Allocations for Major Developed Sites to be reviewed, with an assessment of potential sites to be designated. Sites located in the Rural Area will not be included in this review and will be subject to normal Rural Area policies.
- 3.5 The NPPF removed the guidance contained in the previous PPG2 Annex C, which included criteria for assessing sites as Major Developed Sites. Instead the principles outline below will be used to consider such sites in Dacorum.
- 3.6 The use of land in Green Belts (para 81 of the NPPF) should play a proactive role in promoting the following objectives:
- to provide opportunities for access;
 - to provide opportunities for outdoor sport and recreation;
 - to retain and enhance landscapes, visual amenity and biodiversity; and
 - to improve damaged and derelict land.

- 3.7 The Core Strategy states that the selection of major developed sites should support the objectives of securing economic prosperity or achieving social objectives or environmental improvements. It further uses the following criteria to assess sites as MDSs in the Green Belt. Sites should be:
- substantial in size;
 - contain a significant amount and scale of built development; and
 - can accommodate further development without prejudicing Green Belt objectives.
- 3.8 Although these principles originated from PPG2 and in particular the guidance contained in Annex C, the concepts continue to be in line with the requirements of the NPPF. The current MDS external boundaries will be assessed against the criteria contained within the Core Strategy. Any new designations will need to be assessed against the same criteria. It should be noted that only external site boundaries and infill boundaries are to be assessed as a whole and re-defined as appropriate.
- 3.9 A flexible approach is appropriate in the context of the NPPF. Applications for infilling or redevelopment will be determined on a site by site basis in line with the policies contained with the adopted Core Strategy 2013 and the NPPF. Development will continue to be subject to the strict requirements of appropriate development and the harm it has on the openness of the Green Belt. Some flexibility also allows for improvements to be made to sites where there are known plans. Consideration can be given the built form and distribution across the site, which is particularly relevant for sites where there are known planning problems and where there is potential for positive change.
- 3.10 For example, Kings Langley School has the benefit of funding in order to improve the facilities at the school. The council now has clarification of the proposed redevelopment via the planning permission granted on October 2014 and a revised infill area is proposed for the MDS to reflect the plans. There are other matters to be considered should a planning application be made, including Tree Preservation Orders, Listed Buildings and Conservation Areas. It is anticipated that the infill area for Kings Langley secondary school will be established at the Early Partial Review stage.
- 3.11 Previous consultation (Consultation Report Volume 1 2006) has been taken into account in assessing new sites and boundaries for Major Developed Sites (MDS) in the Green Belt. Several questions were asked during the consultation in 2006, which have helped inform the inclusion of Table 2 in the Core Strategy of all MDSs and will also inform the assessments of sites to follow in this document.
- 3.12 The following assessment of each of the sites will include a planning history on the nature of development that takes place at each of the sites, the constraints at each site, any known future plans, a review of the boundary, and recommendations for the new site boundary. The extent of the planning history included in this review will only include major proposals, or those proposals that have a direct impact on the boundary.

Assessments

Existing - Ashlyns School, Berkhamsted

History and use

- School originates back to 1740
- Hertfordshire County Council took over the school in 1951
- Used as a boarding school up to 1955
- School became a comprehensive upper school of the three tier system in 1972

Planning History

4/01589/15/FUL	Construction of new building to house electricity sub-station – granted 23/06/2015
4/00877/15/FUL	Installation of covered seating area and alterations to perimeter fencing to all weather pitch – granted 30/04/2015
4/02293/13/MFA	Demolition of existing garage block and construction of new sports hall – Granted 05/06/2014
4/02590/05/FUL	Formation of all-weather pitch – Granted 07/02/2006
4/02591/05/FUL	Alterations to garages and boiler house and construction of indoor sports hall and gymnastics hall (amended scheme) – Granted 20/02/2006
4/01648/03/FUL	Construction of disabled access lift enclosure to first floor level, flat roof area – Granted 09/09/2003
4/02291/02/FUL	First floor front extension to provide lift for disabled - Granted 13/01/2003
4/01214/99/4	Alterations to garages and boiler house and construction of indoor sports hall and gymnastics hall – Granted 14/03/2000
4/00800/90/4	Extension to gymnasium – Granted 17/07/1990

Constraints

Listed buildings

Criteria

Size – Significant and permanent buildings

Amount and scale of built development – Listed buildings with courtyard formation prevent a certain amount of infilling. There are some newer constructions to the sides and rear of the site

Ability for development without prejudicing Green Belt objectives – The site is located adjacent to the existing urban area, between Berkhamsted and the A41. There are a number of other substantial buildings outside of the school site to the south. There is also significant hard standing, hard sports pitches and grass playing pitches. The character is not entirely rural or isolated, although the playing fields to the rear are very open in character

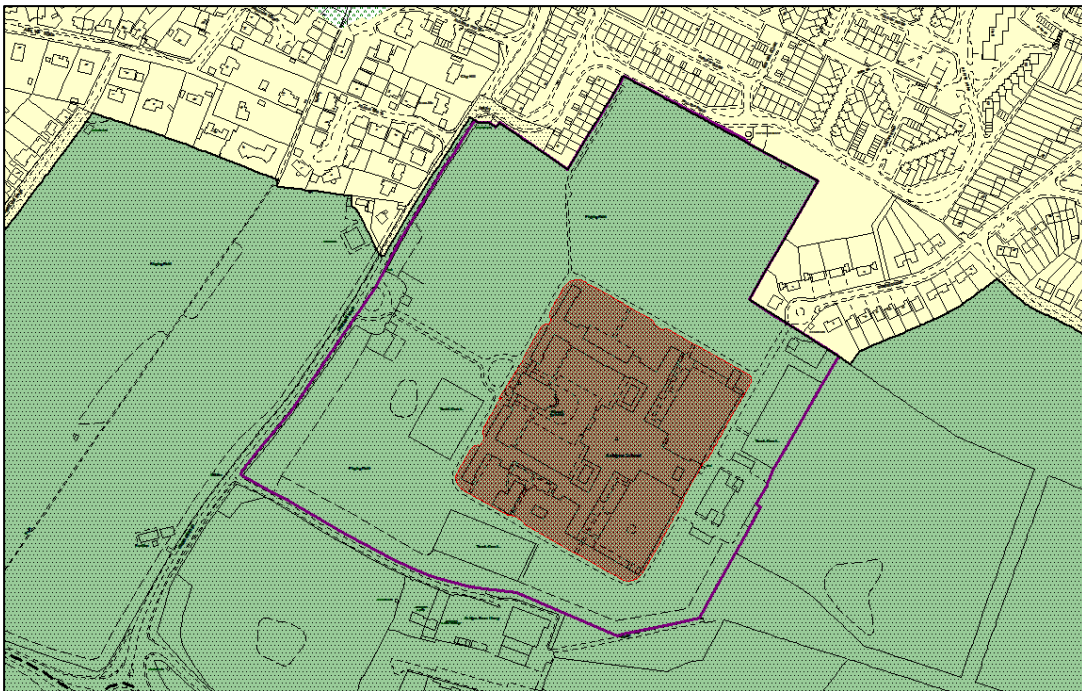
Future plans

The nature of schools implies that changes are often required to bring buildings up to date. Current area of infill is restrictive. An acceptable level of development should be permitted where very special circumstances exist. Schools are important social, community and educational facilities and scope should be made for some extension.

Recommendation

No external boundary changes proposed. Area of infilling around built form should be expanded to the rear to allow suitable scope for additional development where appropriate, and reflects the changes required for the recently approved sports building.

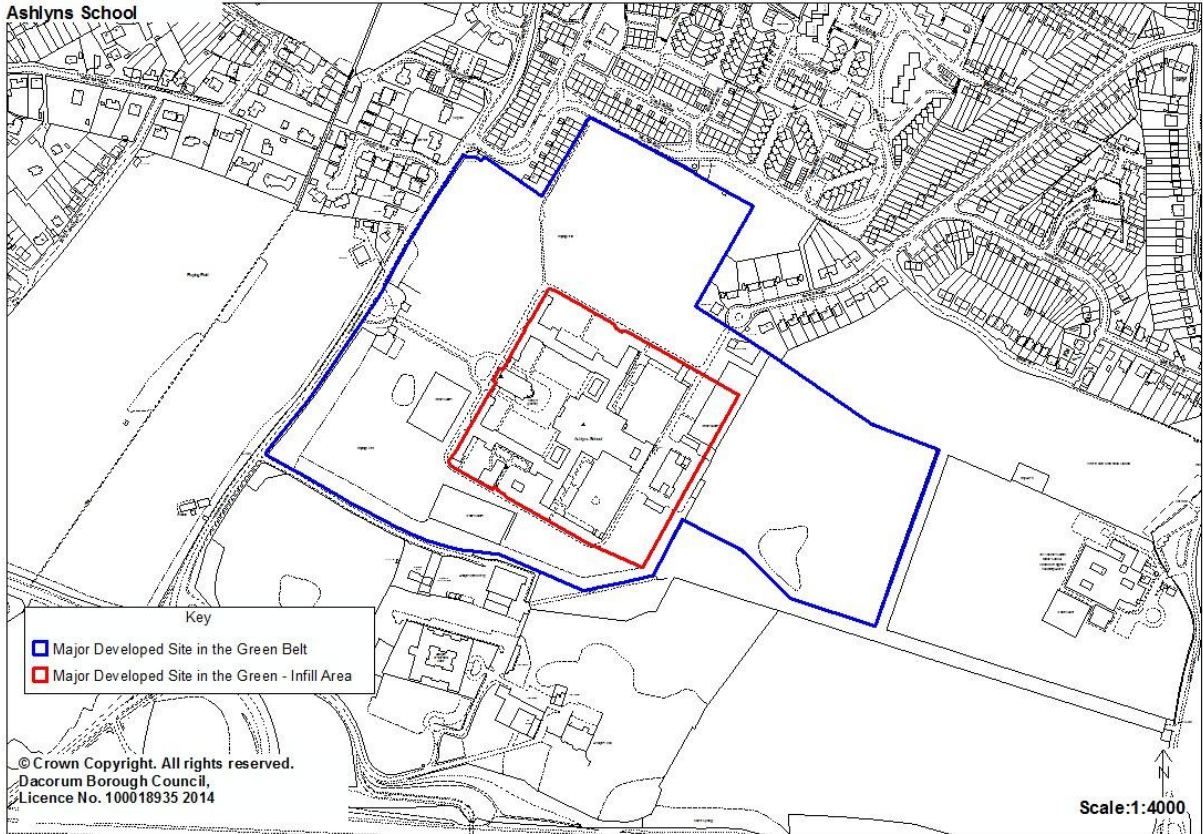
Proposals Map 2004



Aerial Map



Proposed designation:



Existing - Berkhamsted Hill (Berkhamsted Castle Village)

History and use

For the last 15-20 years the site has been a retirement village, which makes use of the statutorily listed Mansion House situated at Berkhamsted Hill.

Planning History

- 4/02132/00/LBC CONVERT THE INTERIOR OF THE MANSION HOUSE INTO COMMUNAL FACILITIES ON THE GROUND FLOOR WITH SEVEN FLATS, TWO GUEST ROOMS AND SNOOKER ROOM ON THE UPPER FLOORS (REVISED SCHEME) - Granted 01/02/2001
- 4/00898/97/OUT REDEVELOPMENT OF SITE TO FORM RETIREMENT VILLAGE, INCLUDING CONVERSION OF MANSION AND LODGE HOUSES TO ANCILLARY COMMUNAL FACILITIES AND DEMOLITION OF LABORATORY BUILDINGS 11/03/1999
- 4/01004/95/4 RE-ORGANISATION AND REDEVELOPMENT OF SITE TO FORM BUILDINGS FOR OFFICE, INDUSTRIAL, RESEARCH AND DEVELOPMENT USE (RENEWAL OF OUTLINE CONSENT 4/0798/91) – Granted 10/07/1997
- 4/00309/95/4 CONV.MANSION HSE, COACH HSE 2 LODGE HSES TO RESIDENTIAL DEMOLISH MODEL FARM & RECONSTRUCT TO 7 RES. UNITS DEMOLISH LABS ERECT 17 DET. DWELLINGS/GARAGES-DUP. APPLN – Refused 20/04/1995
- 4/01702/05/FUL CHANGE OF USE FROM B1 OFFICES TO C3 RESIDENTIAL TO FORM ONE DWELLING – Granted 24/04/2006
- 4/01047/04/FUL CHANGE OF USE FROM AGRICULTURAL LAND TO PRIVATE GOLF PRACTICE AREA 08/07/2004 – Dismissed at appeal 08/07/2004

Constraints

Listed buildings; AONB

Criteria

Size – There is a substantial quantum of development at this site, but it is not anticipated that there will be significant change to the buildings over the course of the plan period.

Amount and scale of built development – The intensity of the use is significant but it is not thought to increase

Ability for development without prejudicing Green Belt objectives – As no further development is proposed for the site it is not thought that the site will any further harm the openness of the Green Belt and as such the boundary should define the area of the existing built form.

Future plans

None known

Recommendation

Retain existing external site boundary. Area of infill changes to reflect built form since development was completed and which restricts further spatial extension of the buildings here.

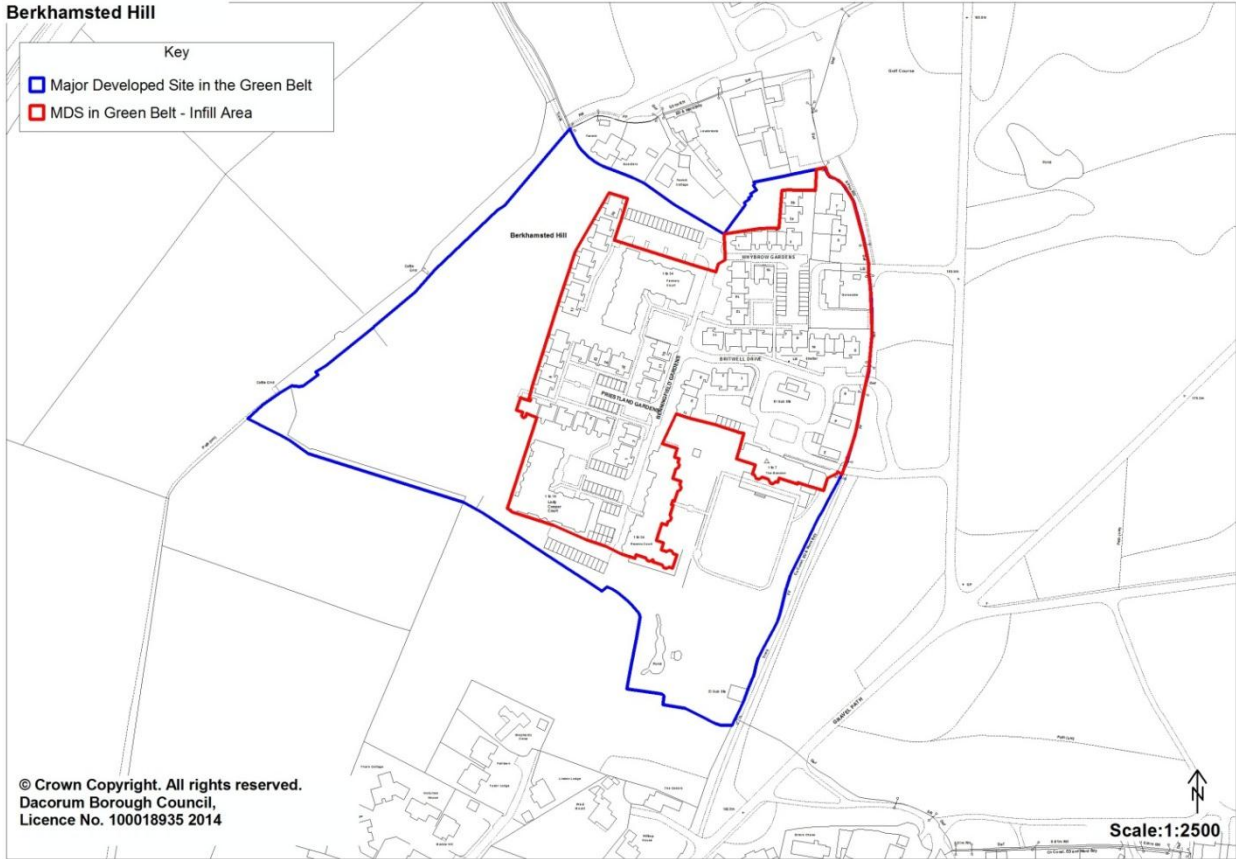
Proposals Map 2004



Aerial Map



Proposed designation:



Existing - Bourne End Mills

History and use

This site is an established brownfield site in the Green Belt with easy access from the A41. Permission was granted for the redevelopment of some of the units in 2008

Planning History

- 4/01122/07/FUL USE AS MOT TESTING STATION - Granted 04/07/2007
- 4/00519/08/OUT DEMOLITION OF EXISTING BUILDINGS AND RE-DEVELOPMENT TO PROVIDE B1, B2 AND B8 FLOORSPACE AND CAR SHOWROOM USES WITH ASSOCIATED PARKING, SERVICING AREAS AND LANDSCAPING WORKS, THE REALIGNMENT AND IMPROVEMENT OF THE BOURNE GUTTER AND CREATION OF A NEW PUBLIC SPACE - Refused 05/06/2008
- 4/01155/89/4 CONSTRUCTION OF CAR PARK AND PROVISION OF LANDSCAPING (OUTLINE) - Granted 27/06/1991
- 4/02524/08/MOA THE DEMOLITION OF EXISTING BUILDINGS AND THE REDEVELOPMENT TO PROVIDE B1c, B2 AND B8 FLOORSPACE TOTTALLY APPROXIMATELY 15,500 SQ M WITH ASSOCIATED PARKING, SERVICING AREAS AND LANDSCAPING WORKS AND THE REALIGNMENT AND OPENING UP OF THE BOURNE GUTTER AND CREATION OF A NEW PUBLIC SPACE AT THE WESTERN END OF BOURNE END LANE - Granted 01/04/2010
- 4/02245/12/VOT VARIATION OF TIME LIMIT TO PLANNING PERMISSION 4/02524/08/MOA – Granted 23/05/2013
- 4/01989/14/ROC REMOVAL OF CONDITION 18 (OPENING HOURS) AND 22 (ROOF HEIGHT/PITCH) ATTACHED TO PLANNING PERMISSION 4/02245/12/VOT – Refused 23/12/2014

Constraints

Employment Area

Criteria

Size – The site is smaller compared to some of the other Major Developed Sites already identified, however much of the site is covered by built development and hard standing.

Amount/scale of built development – Brownfield site with substantial and permanent buildings. Overall a negative impact in the Green Belt, but a recognised employment area and situated between two main roads and near to the built area of Bourne End. Recently approved planning application for redevelopment. (See Consultation Report 2006)

Ability for development without prejudicing Green Belt objectives – The site is not visually attractive but well established. The site is in a relatively hidden location amongst the road network

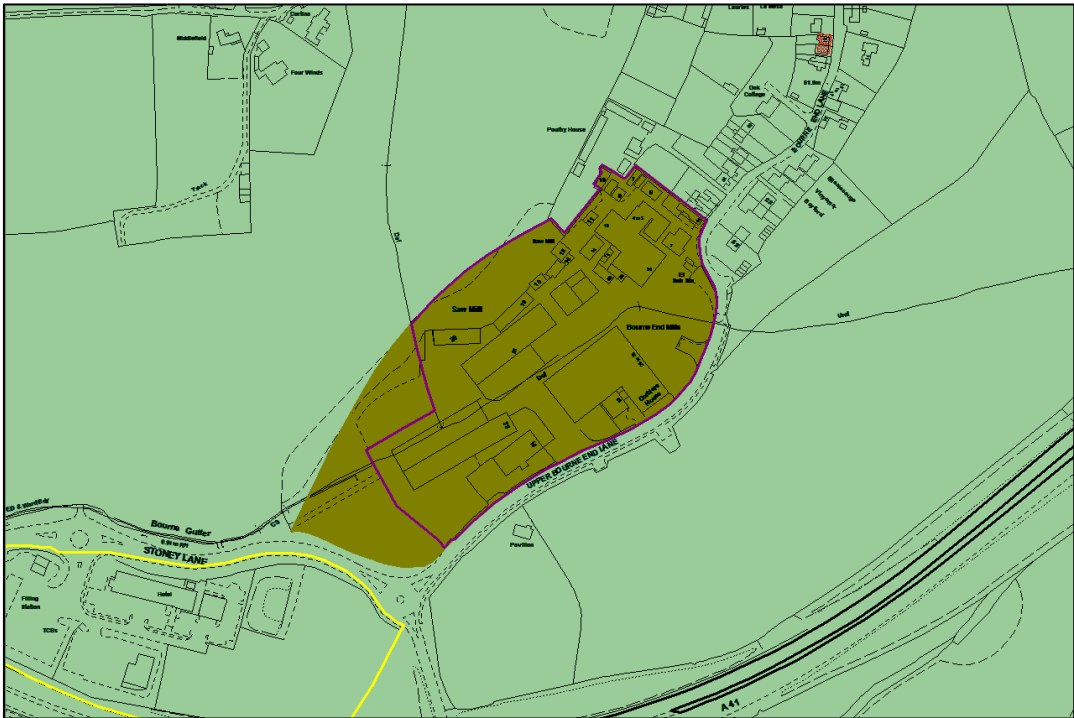
Future plans

Nothing formal other than approved planning application for employment use

Recommendation

Amendments proposed along the northern and western boundaries to regularise in line with extent of the site on the ground, including those parts of the site that are undeveloped. External MDS boundary and infill area should ensure protection of the green area in the south west end of the site and give policy support to environmental improvements here. The external MDS boundary also reflects the amended boundary of the Employment Area in the Green Belt.

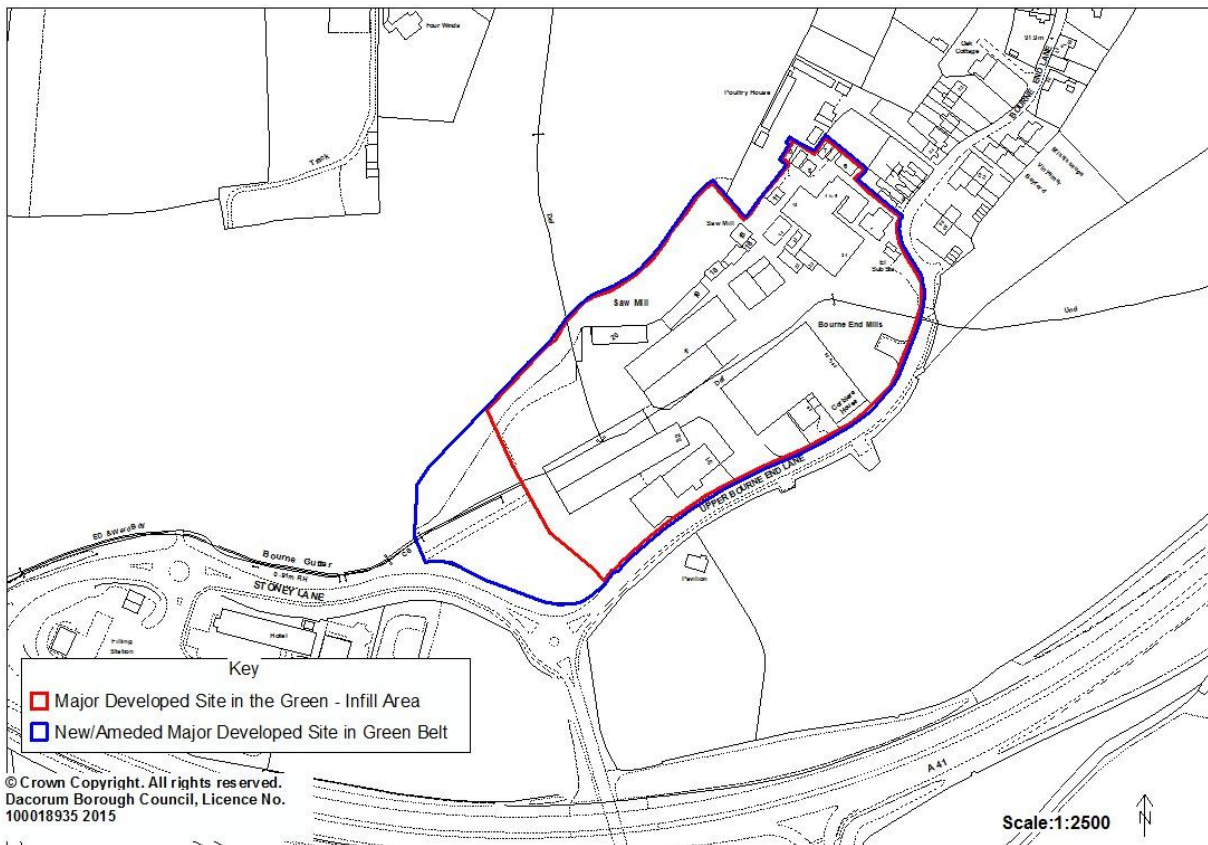
Proposals Map 2004



Aerial Map



Proposed designation:



Existing - Bovingdon Brickworks

History and use

Long established use at this site, substantial industrial buildings across the site and engineering works at the rear of the site. Two car showrooms along the main road

Planning History

- 4/01017/08/FUL CHANGE OF USE FROM COMMERCIAL HAULAGE YARD TO STORAGE, SALE AND DELIVERY OF BUILDING MATERIALS WITH ANCILLARY SITE OFFICE, STORE AND ASSOCIATED PARKING - Granted 25/06/2008
- 4/01701/01/FUL HAULAGE YARD AND OFFICE ACCOMMODATION - Granted 03/12/2001
- 4/02215/00/FUL NEW ENTRANCE GATE, ALTERATIONS TO ACCESS, ADDITIONAL CAR PARKING, NEW WELFARE BUILDING AND DEMOLITIONS - Granted 21/03/2001
- 4/01488/00/ FORMATION OF ACCESS AND CAR PARK - Granted 17/10/2000
- 4/01843/97/FUL CHANGE OF USE TO PALLET STORAGE - Granted 18/06/1998
- 4/01189/97/4 REPLACEMENT WORKSHOP - Granted 23/09/1997
- 4/00164/91/4 USE OF LAND FOR OPEN STORAGE OF MINERALS - Granted 10/06/1991

Constraints

None

Criteria

Size – The wider site is substantial with ground works and engineering operations taking place on the south part of the site, which forms about 75% of the wider site. The remaining part contains built form, which defined the previous area for infilling.

Amount and scale of built development – The amount and scale of built development is small compared to the wider site. There are no distinguishable boundaries within the site to help make a logical boundary

Ability for development without prejudicing Green Belt objectives – There may be scope in the area of the existing building for some small scale development, however the site is prominent in the street scene and it is noted that there is only previously development land at the front of the site, rather than on the south side of the site

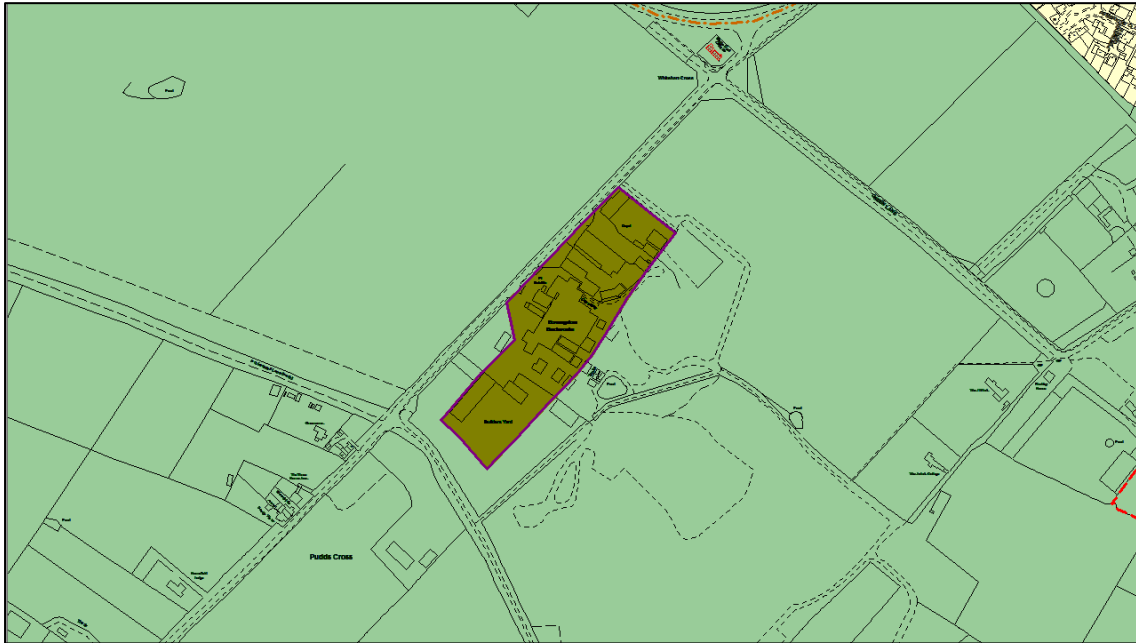
Future plans

None know. Should an application come forward relating to the redevelopment of the entire site a balanced decision would need to be made on the harm to the openness of the Green Belt in relation to the use of the site. It is noted that the level of parking, hard standing and storage of materials goes beyond that of the previous area of infilling

Recommendation

Amend the boundary to include the built part of site and regularise boundaries in line with the right of way to the south, not including sand pits and other non-built operations. The designation should reflect the boundary of the Employment Area in the Green Belt.

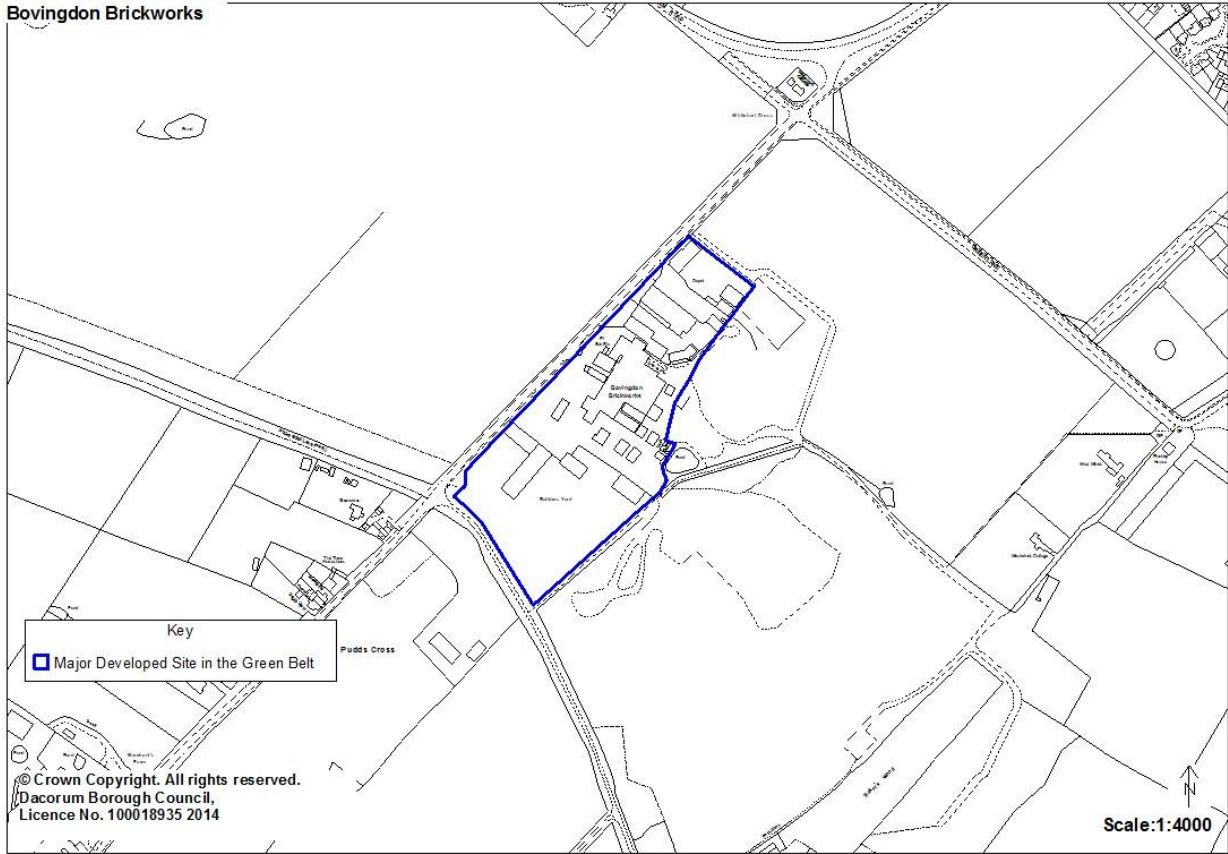
Proposals Map 2004



Aerial Map:



Proposed designation:



Existing - Bovingdon Prison (HMP The Mount)

History and use

Prison opened in 1987 and is currently used for adult males. The prison was built on the former Bovingdon RAF station, which is adjacent to Bovingdon airfield.

Planning History

- 4/01994/12/MFA NEW HOUSEBLOCK, KITCHEN & SPORTS/CHANGING BLOCK. CONVERSION OF EXISTING KITCHEN TO EDUCATION/'IN REACH' FACILITY. INTERNAL ZONAL SECURITY FENCING, EXERCISE YARDS AND CAR PARKING. (AMENDED PLANS RECEIVED) - Granted 05/03/2013
- 4/01480/98/4 EXTENSION TO ADMINISTRATION, VISITS AND ENTRY BUILDING, NEW VISITORS CENTRE, EXTENSION TO SEGREGATION BLOCK, NEW VICTUALLING STORE, CHAPLAINCY CENTRE, WC'S, CHANGING FACILITIES AND CAR PARK - Raise no objection 15/10/1998
- 4/00492/98/4 ADDITIONAL INMATE ACCOMODATION - Raise no objection 20/03/1998
- 4/00664/96/4 FORMATION OF 40 SPACE CAR PARK – Withdrawn 19/06/1996
- 4/00330/95/4 ERECTION OF TWO PORTAKABINS TO PROVIDE TEMPORARY WORKSHOP FACILITIES (CONSULTATION UNDER CIRC. 18/84) - Raise no objection 11/04/1995
- 4/01435/94/4 ERECTION OF KITCHEN BUILDING - Raise no objection 19/01/1995
- 4/02669/06/MFA CONSTRUCTION OF 44 CELL HOUSE BLOCK AND EDUCATIONAL FACILITIES AND RELOCATION OF SPORTS PITCHES – Granted 05/03/2007

Constraints

None

Criteria

Size – The building and nature of the development at the site are significant, permanent and substantial. Much of the site has built form.

Amount and scale of built development – Significant built development, fencing and hard standing at the site, covering much of the site area at present (See Consultation Report 2006)

Ability for development without prejudicing Green Belt objectives – the site benefits from gaining planning permission for significant new facilities in 2013, which will go beyond the area of infilling as designated in the DBLP.

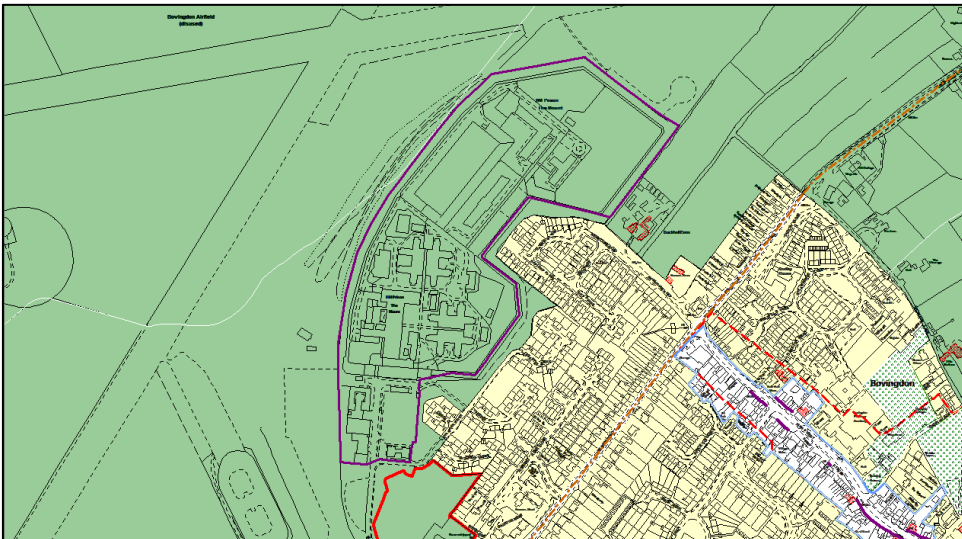
Future plans

Given recent permission for the 'houseblock' and ancillary facilities it is not anticipated there will be significant other changes to the site

Recommendation

The current boundary does not relate well to what is on the ground and should be extended to reflect the built form and other development at the site. Redefine area of infilling to reflect built form beyond the envelope, not including green areas or outlying car parks. Include wider MoJ owned land to the south

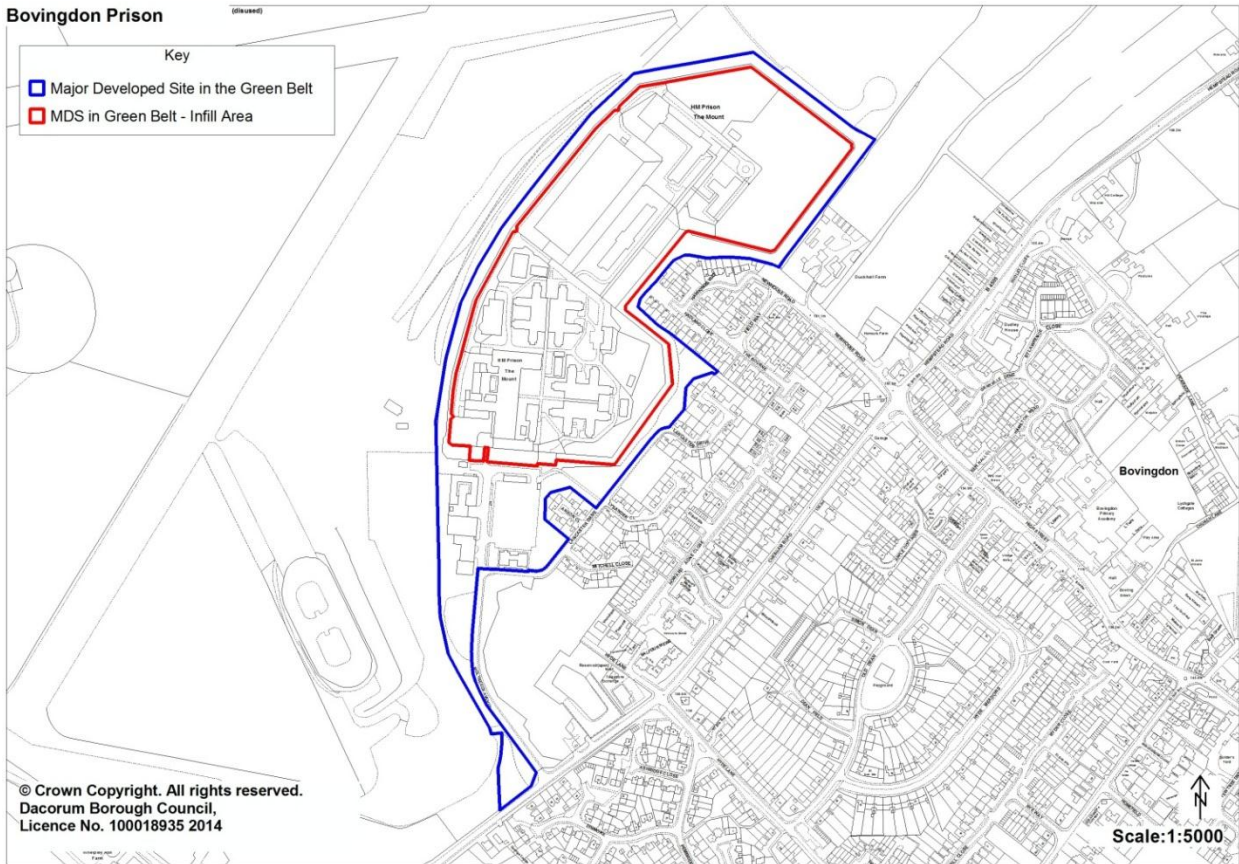
Proposals Map 2004



Aerial Map



Proposed designation



Existing - Kings Langley Secondary School

History and use

An established academy status secondary school with sixth form. The school benefits from funding which will see significant new development to the site to improve the facilities.

Planning History

- 4/00909/14/MFA DEMOLITION OF EXISTING SCHOOL BUILDINGS AND STRUCTURES, CONSTRUCTION OF NEW SECONDARY SCHOOL, WITH ASSOCIATED AREAS OF HARD AND SOFT PLAY, PLAYING FIELDS, CAR PARKING AND ACCESS, LANDSCAPING AND RELATED WORKS – Granted 22/10/2014
- 4/00538/05/CMA TWO STOREY CLASSROOM BLOCK AND EXTERNAL ALTERATIONS TO EXISTING CLASSROOM BLOCK – Granted 27/04/2005
- 4/01132/98/CDP NEW TWO STOREY CLASSROOM/LIBRARY BLOCK, EXTENSION TO STAFF ROOM, NEW CAR PARK AND RELATED DEVELOPMENT – Granted 13/08/1998
- 4/00324/98/4 PROVISION OF 33M X 20M SPORTS HALL WITH CHANGING ROOMS, EXTENSION OF EXISTING INDOOR SWIMMING POOL AND NEW WET SIDE CHANGING ROOMS, MULTI PURPOSE SPORTS ARENA WITH FLOODLIGHTING - Granted 14/10/1998
- 4/00577/97/4 PROPOSED TWO STOREY EXTENSION AND INTERNAL ALTERATIONS - Granted 02/06/1997

Constraints

There are a number of Tree Preservation Orders adjacent to the site, between the school and the residential area

Criteria

Size – Substantial school facilities at the site with over 1300 pupils aged 11-18 years and over 100 staff

Amount and scale of built development – School buildings generally two storey towards the southern end of the site together with hard standing, playing court and playing fields

Ability for development without prejudicing Green Belt objectives – most of the buildings are located close to the boundary of the built up area and there is scope for redevelopment in order to create a more cohesive envelope of buildings.

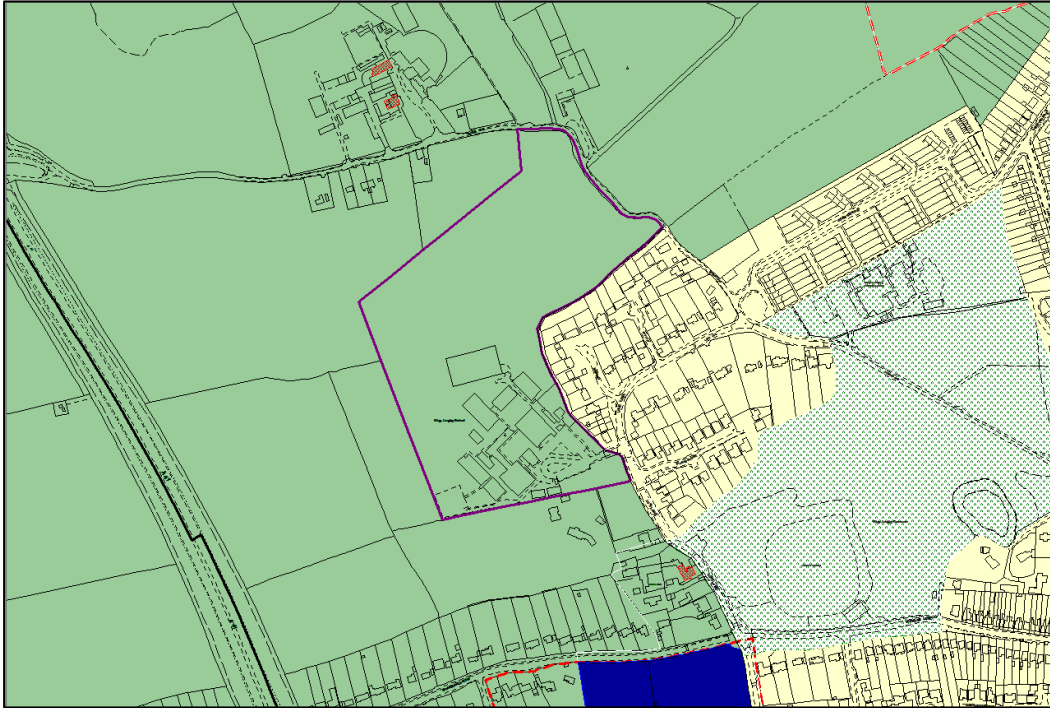
Future plans

The school has permission for demolition of the existing school buildings and construction of a new school and associated play areas and facilities.

Recommendation

Retain designation; draw external site boundary around perimeter of the site and define area of infill according to planned redevelopment.

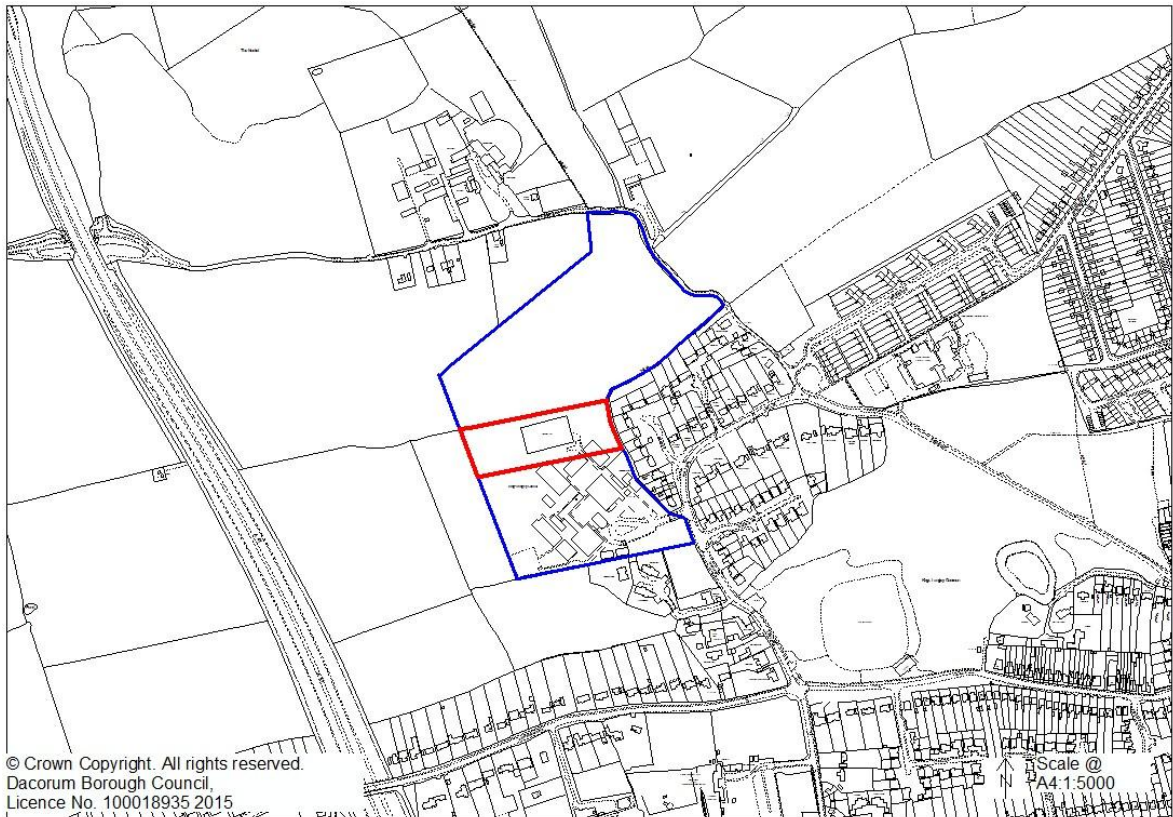
Proposals Map 2004



Aerial Map



Proposed designation



Existing (from Core Strategy) - British Film Institute, Archive Row

History and use

The original building dates back to the 18th century was formerly a dwelling and then used for the National Film Archive, which was established in 1935. It is one of two locations in the country that stores films. The site was substantially developed much later, retaining the house and providing significant additional accommodation.

Planning History

4/01252/11/FUL SINGLE STOREY PLANT ROOM SITED BETWEEN TWO EXISTING STORAGE VAULTS – Granted 12/09/2011

Constraints

Listed Building

Criteria

Size – There is one substantial building on the site. The site is surrounded by green space and hard standing for car parking immediately next to the main building. The main purpose of the green space is to provide landscaping and forms the buffer between the main building and the boundary of the site

Amount and scale of built development – The main building is substantial and permanent with a statutorily listed building towards the front of the site. There is a smaller building at the site, next to the highway.

Ability for development without prejudicing Green Belt objectives – The site is located close the urban part of Berkhamsted, between the A41 and A416. The site itself is between Local Allocation 4 for housing, existing detached dwellings, and a cemetery. The south side of the A416 road is Green Belt, but characterised by semi-rural activities with a certain amount of built form and activity.

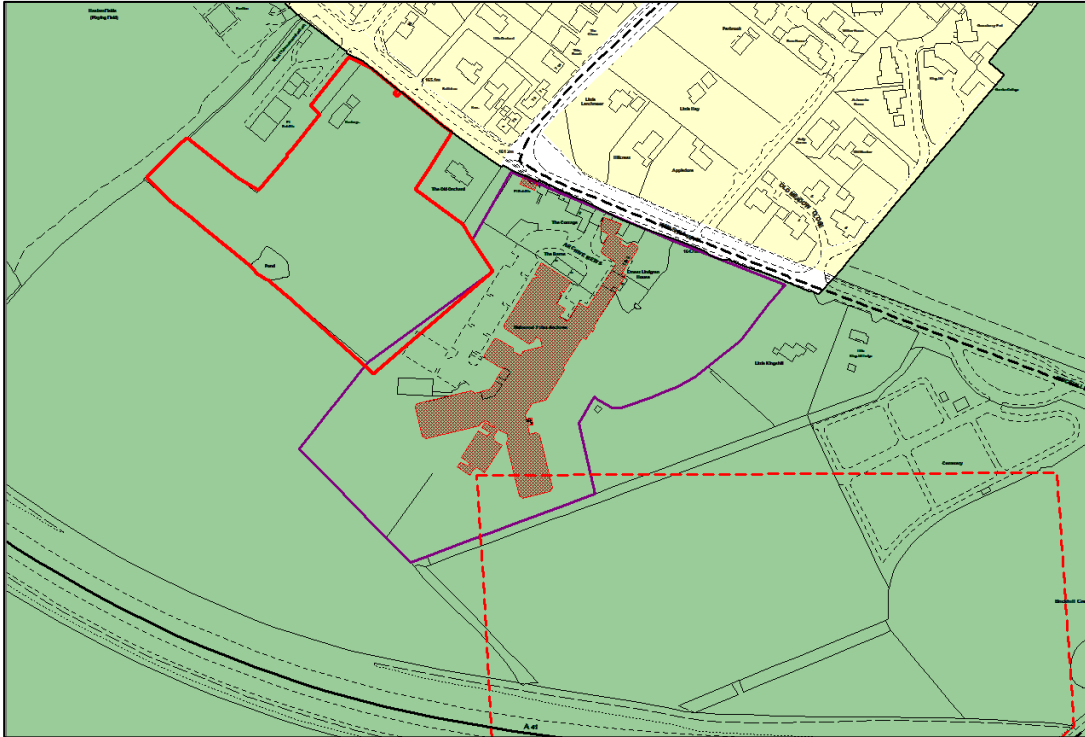
Future plans

None know

Recommendation

Draw MDS boundary around the perimeter of the site; Infill around the main built form including listed building and adjacent car park area to the west; Green area to the south and east should be protected from development due to the open and green character of this part of the site.

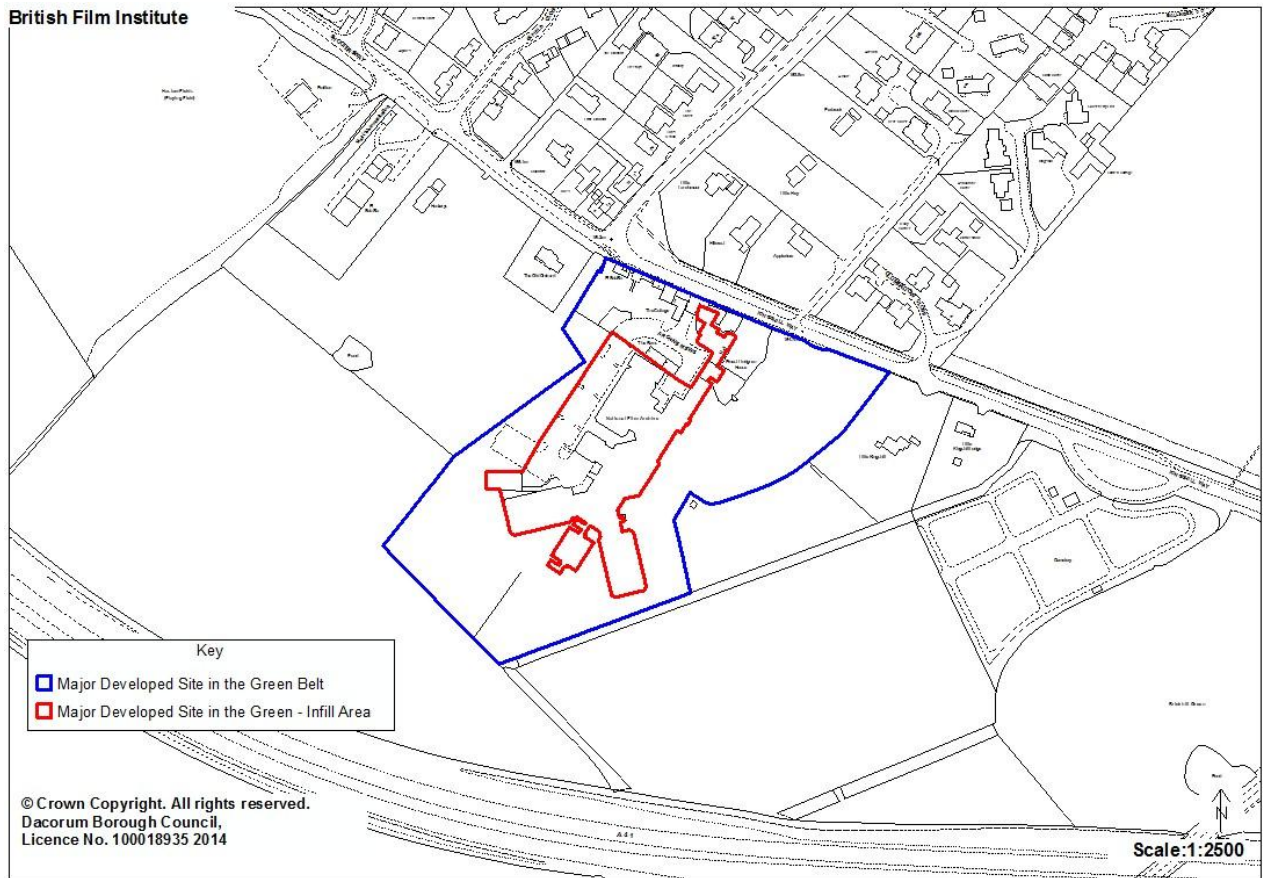
Proposals Map 2004



Aerial Map



Proposed designation



Proposed - Bourne End Service Station

History and use

The hotel was redeveloped about 10 years ago, prior to the service station which has been redeveloped in the last few years.

Planning History

- 4/01238/09/FUL Demolition of petrol filling station and construction of car wash and associated hard standing (amended scheme) – Granted 15/09/2009
- 4/00533/09/FUL Three above ground LPG storage vessels with associated fencing and brick wall – Granted 19/05/2009
- 4/02289/08/FUL Demolition of petrol filling station and construction of car wash and associated hard standing – Refused 19/01/2009
- 4/02173/02/FUL Enlargement of forecourt shop including a 24 hour hot food server and alterations to the HGV exit land and additional flood lighting and landscaping – Granted 02/01/2003
- 4/01096/01/RES Two storey 40 bedroom hotel Reserved matters – Granted 27/04/2005
- 4/01208/00/OUT Extension to existing hotel with related car parking, relocation of balancing pond and provision of landscape area – Granted 14/11/2000
- 4/01209/00/FUL Little Chef Restaurant with associated car parking and landscaping
Granted 14/11/2000
- 4/00429/92/OUT Service area, hotel, restaurant and ancillary parking – Granted 02/06/1992

Constraints

None

Criteria

Size – There are three uses at this site – a hotel, petrol filling station and a fast food restaurant. The site is the smallest though compared to other existing major sites in the Green Belt.

Amount and scale of built development – there are three buildings; the hotel is the tallest, most substantial. All built form is prominent from the road side, and sites between the Bourne End Industrial Estate and the A41. The buildings are located a distance from one another and although form a part of the wider site, do not relate well together spatially.

Ability for development without prejudicing Green Belt objectives – It is not anticipated that further development could be accommodated with prejudicing the Green Belt. This site does not require environmental improvements or redevelopment. The site is already recognised for transport purposes.

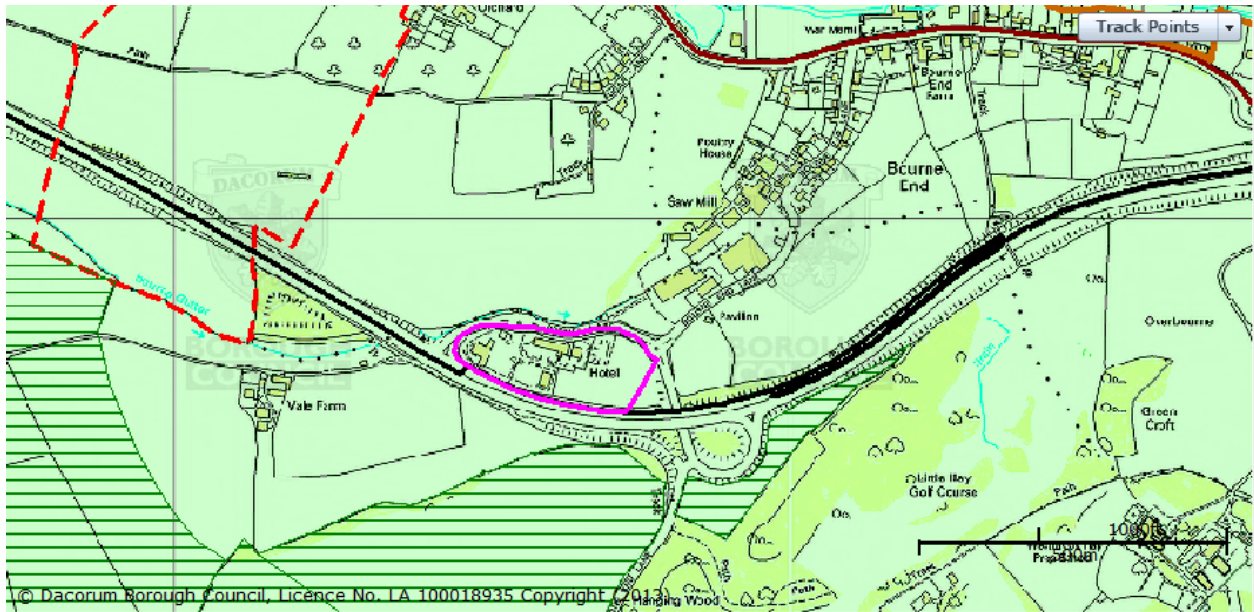
Future plans

None known

Recommendation

Do not allocate as a major developed site in the Green Belt

Proposals Map 2004



Aerial view



Proposed – Bobsleigh Hotel

History and use

The hotel first came into its use in the mid-1960s, prior to which, it was the Bovingdon Country Club. The hotel is currently closed and was recently refused planning permission for redevelopment and expansion.

Planning History

There is a substantial planning history relating to the Bobsleigh. Since the 1980's there have been a range of applications, including a dismissed Appeal and permission for various additions.

The most recent proposals are:

- | | |
|----------------|---|
| 4/02335/08MFA | Demolition of existing hotel and associated buildings. Construction of hotel with access, car parking and associated development – Withdrawn. 30 April 2009. |
| 4/00474/04FUL | Removal of existing caravans and demolition of garage block and two outbuildings, construction of block to provide 52 additional bedrooms, extension to dining room, provision of health and leisure facility, car parking, new access and associated landscaping – Withdrawn 2004. |
| 4/2270/01OUT | Two storey bedroom blocks, conference and dining room extensions and alterations to entrance, removal of 11 static caravans & new parking area (185 spaces) and leisure facility – Refused 2002. |
| 4/01915/09/MFA | Demolition of the existing hotel and associated buildings, and construction of a new hotel with access and car parking areas – Refused 16 February 2010 |
| 4/0180/10FUL | Resiting and replacement of two mobile homes was received on 22 January 2010. Withdrawn 06 August 2010 |
| 4/01088/13/MFA | Demolition of existing hotel premises and associated buildings with the existing complex and construction of a new 100 bedroom hotel together with revised access requirements and car parking. Relocation of 2 caravans/mobile homes – Refused 25 June 2015. |

Constraints

None

Criteria

Size – There are two uses at this site – a hotel and caravan siting. The site is comparable in size with the smallest of the existing major development sites in the Green Belt.

Amount and scale of built development – there are three buildings in close proximity to each other which all form part of the hotel. The largest buildings are a prominent feature of the landscape and are visible from the road side.

Ability for development without prejudicing Green Belt objectives – The site contains a visually prominent building in a sensitive Green Belt location and it is not anticipated that further development could be accommodated with prejudicing the Green Belt. This site does not require environmental improvements or redevelopment.

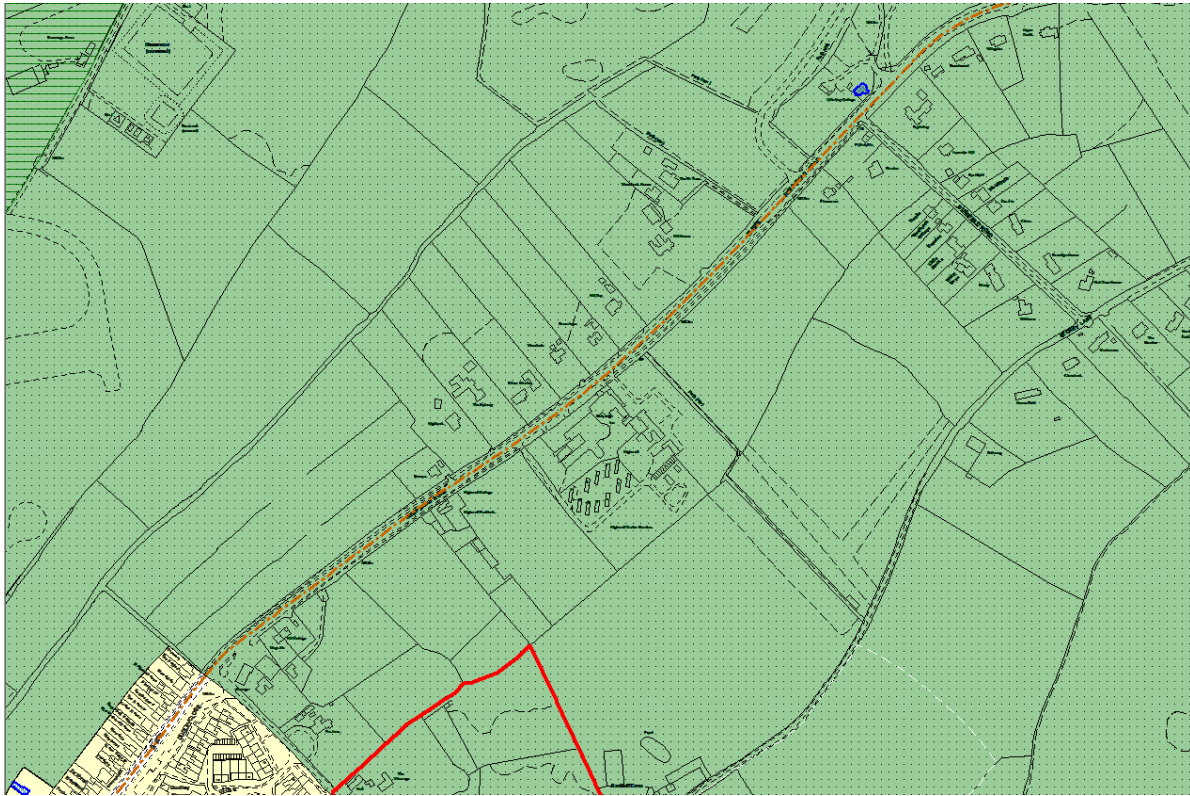
Future plans

Nothing formal other than known desire for hotel redevelopment subject to a new planning application.

Recommendation

Do not allocate as a major developed site in the Green Belt

Proposals Map 2004



Aerial view



Proposed – Abbot’s Hill School

History and use

An established fee paying school providing education for girls aged 4-16 years, with an onsite nursery for girls and boys aged 6 months to 4 years. The school shares its tennis facilities with Langley tennis club which has 3 outdoor and 2 indoor courts.

Planning History

- 4/02849/14/MFA EXTENSION OF EXISTING NURSERY DEPARTMENT AND REDEVELOPMENT OF EXISTING INFANTS AND JUNIORS DEPARTMENTS INVOLVING THE DEMOLITION OF EXISTING TEMPORARY CLASSROOMS – Granted 10/02/2015
- 4/00394/07/MFA REMOVAL OF EXISTING AIR DOME AND CONSTRUCTION OF NEW PERMANENT BUILDING HOUSING FOUR INDOOR TENNIS COURTS WITH ANCILLARY FACILITIES AND MODIFICATION TO LAYOUT AND SITING OF OUTDOOR COURTS INCLUDING ADDITIONAL OUTDOOR COURT – Dismissed at appeal 27/05/2008
- 4/00156/06/FUL NEW SPORTS HALL INCORPORATING SPORTS AND DANCE STUDIOS, ALTERATIONS TO EXISTING GYMNASIUM TO CREATE PERFORMING ARTS CENTRE INCORPORATING MUSIC ROOM AND OFFICE – Granted 23/05/2006
- 4/00985/05/FUL SINGLE STOREY EXTENSION AND CHANGE OF USE OF RESIDENCE TO EDUCATIONAL USE – Granted 28/06/2005
- 4/02149/05/FUL CONSTRUCTION OF FOUR COURT TENNIS HALL TO REPLACE EXISTING TENNIS DOME – Refused 29/12/2005
- 4/00791/94/FUL CONSTRUCTION OF FOUR TENNIS COURTS – Granted 11/08/1994

Constraints

Locally Registered Park or Garden of Historic Interest.

Criteria

Size – Substantial school facilities and grounds at the site with around 450 pupils aged 3-16 years.

Amount and scale of built development – a number of school buildings are based in the eastern part of the site together with an outdoor pool, 4 outdoor tennis courts and two indoor courts, together with hard standing, extensive grounds and playing fields.

Ability for development without prejudicing Green Belt objectives – the buildings are located reasonably close to the boundary of the built up area, but are not visually prominent from the road. There is scope for limited infilling and redevelopment without prejudicing Green Belt objectives.

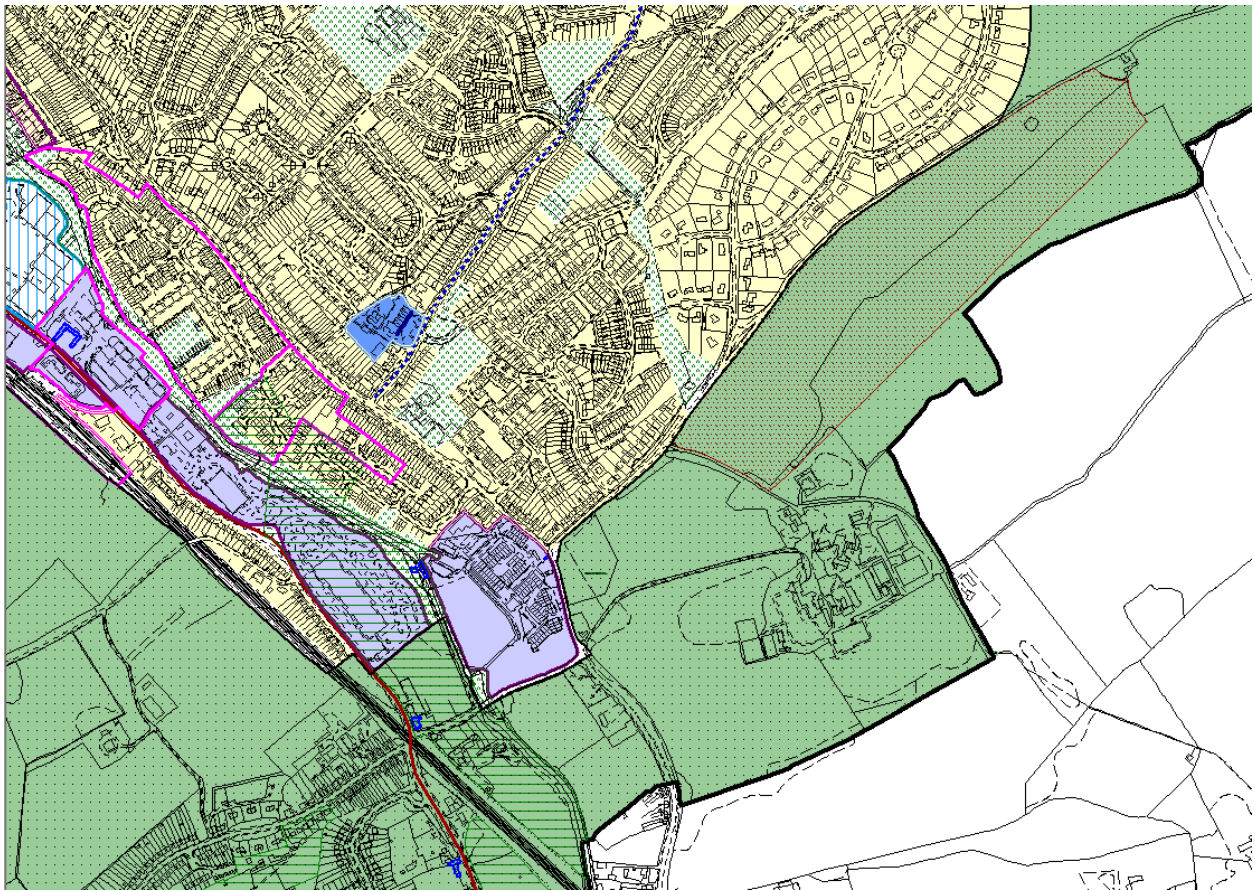
Future plans

Continued use as school and tennis club.

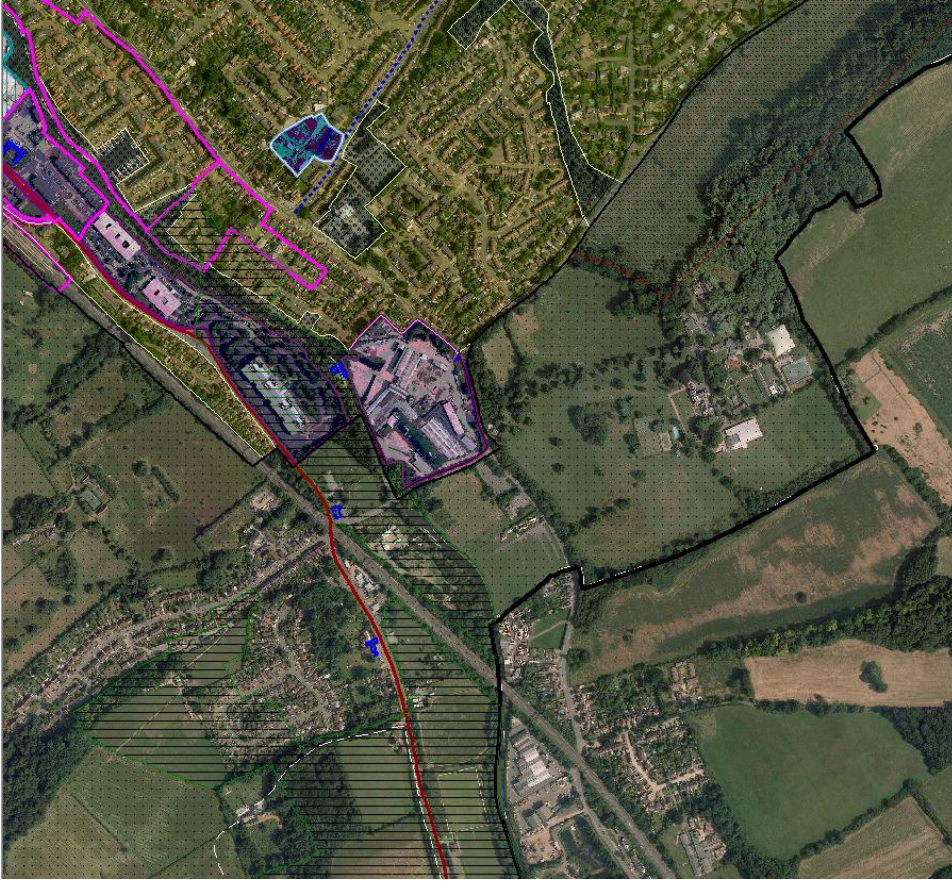
Recommendation

Designate as Major Developed Site in the Green Belt with area of infill drawn relatively tightly around existing built form.

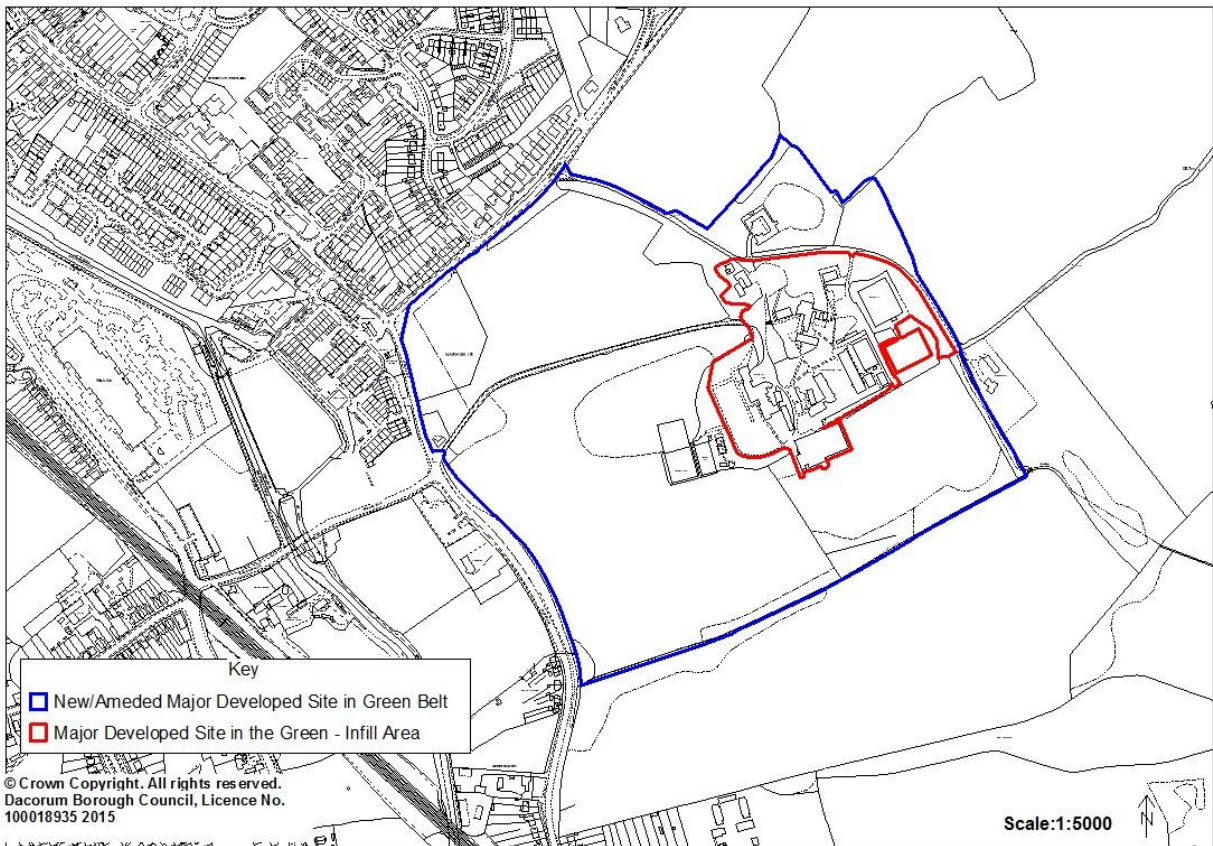
Proposals Map 2004



Aerial Map



Proposed designation



Recommendations

It is recommended that the Policies Map of the Site Allocations DPD be amended to show the proposed designation maps outlined in Section 2 of this paper:

- Abbot's Hill School, Hemel Hempstead
- Ashlyns School, Berkhamsted
- Berkhamsted Hill, Berkhamsted
- British Film Institute, Berkhamsted
- Bourne End Mills, Bourne End
- Bovingdon Brickworks, Bovingdon
- Bovingdon Prison HMP The Mount, Bovingdon
- Kings Langley School, Kings Langley

Infill areas, where appropriate, are to be defined in an appendix of the Site Allocations DPD when adopted. Development management policies for Major Developed Sites in the Green Belt will be reviewed and incorporated into the forthcoming Local Plan. Until such a time that this DPD is adopted Policy 5 of the Local Plan 2004 will continue to be in effect.

b) Transport

(i) Introduction

- 4.1 The NPPF provides guidance on planning for transport. Future policies on transport '*have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives*' (para. 29). Effective planning for transport can help reduce greenhouse gas emissions, reduce congestion, reduce the need for major transport infrastructure, promote more sustainable forms of transport and overall help to improve the health of the population.
- 4.2 There are many aspects of the transport subject that is pertinent to the forming of the Local Plan, including road traffic, car parking, passenger transport such as rail and bus, and non-vehicular forms such as walking and cycling. Planning for transport is further complicated in the Borough due to the character and needs of each different type of area. A different policy approach may be needed for urban areas to rural areas. Dacorum is characterised by large areas of countryside, with three major settlements.
- 4.3 The Dacorum Borough Local Plan 2004 covers all of the above areas of planning for transport. There are site specific proposals and schemes which are categorised into short and long term delivery. These are shown spatially on a set of transport diagrams in pages 205-208 of the Plan.
- 4.4 The NPPF states that local plans should ensure that '*opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site...*' (para. 32) and that traffic generating development is located where the need to travel will be minimised.
- 4.5 The Core Strategy (adopted September 2013) establishes the principles of focusing development towards the areas and towns that are most sustainable. Hemel Hempstead is the focus for new housing and employment development. The markets towns and large villages would be the next place for development to take place, with small villages in the countryside being areas of development restraint.
- 4.6 Following the Pre-Submission consultation, the Council met with Highways England to discuss their representations on highway matters. Highways England stressed that they raised no objections to the level of development proposed or to individual allocations. Their concerns related to the level of transport information that was available at the time of their response. However, they felt this could be addressed through a better understanding of the Council's work with Hertfordshire County Council on current and planned model outputs and their impact on the local and strategic road network. This would include:
- the Hemel Hempstead Traffic model being used to assess the impact of the proposals for the Maylands area and whether this will extend to J8 of the M1;
 - the timing of outputs from the proposed County-wide transport model being developed by HCC and its modelling of J20 of the M25; and

- the nature and timing of technical work on the strategic road network under the Single Local Plan.

The sections below aim to explain how these matters are being addressed, to outline the transport issues in the Borough, and identify significant projects that are critical for the delivery of other aspects of the Plan.

(ii) Local Transport Plan

- 4.7 In addition to the Borough's Local Plan, Hertfordshire County Council (HCC), which is also the Highway Authority, produce a Local Transport Plan (LTP) for the County. This was updated in the form of LTP 3 in 2012 and is accompanied by a series of daughter documents. These relate to:

- Active Travel;
- Bus;
- Intalink;
- Intelligent Systems (ITS);
- Inter-Urban Route;
- Rail;
- Rights of Way Improvement;
- Road Safety;
- Rural Transport; and
- Speed Management.

Various areas within the Borough are also covered by an Urban Transport Plan (UTP), namely Hemel Hempstead, and Tring, Northchurch and Berkhamsted. UTPs have been providing more details on the particular needs of that area. The County Council is in the process of developing a new suite of Growth and Transport Plans. These plans will eventually replace the Urban Transport Plans and focus on areas where significant growth in housing and jobs is planned. Growth and Transport Plans will identify transport measures to support growth and address existing and future predicted issues occurring on the transport network. As daughter documents to the LTP, Growth and Transport Plans will be developed in accordance with the LTP's overarching policies and vision.

- 4.8 HCC is reviewing its third Local Transport Plan (LTP3). A Transport Vision up to 2050 is being prepared, from which future policies, work programmes, and projects will flow. The County Council have sought comments on the Vision during spring of this year:

<http://www.hertsdirect.org/docs/pdf/h/18662455>

This document sets out the key challenges facing Hertfordshire, and how they might impact on the transport network and services. The work will help develop the Council's transport planning framework to ensure the transport network is able to support increased growth in the county and help identify the location and form of future transport schemes.

- 4.9 HCC is also in the process of reviewing its Rail Strategy, a daughter document to the LTP. It recently undertook consultation on a draft strategy which ended on 4th

August 2015. The document highlighted the recent DfT proposal to extend Crossrail 1 services to Tring, via the West Coast Mainline with stops in Hertfordshire including Watford Junction and Hemel Hempstead. While it does not identify any strategic rail priorities for the Borough, it does recognise a number of wider benefits stemming from the Crossrail project should it proceed for rail users, including reducing capacity issues at Euston while the station is partially closed for HS2 rebuilding works, and also reducing the current underground transfer congestion at Euston station. Following a comment received during the Pre-Submission consultation, the Council considers it reasonable to update the Site Allocations DPD to refer to this project.

4.10 Steer Davies Gleave prepared an Inter-Urban Route Study (January 2013) (IURS) on behalf of the County Council. This document is seen as complementing the Urban Transport Plans by considering the strategic transport network that links key urban centres through the county to neighbouring authorities. In the case of Dacorum it covered the A41/A4251/West Coast Mainline and A414 corridors.

4.11 The document is now seen by the County Council as a “live” online resource:

<http://www.hertsdirect.org/services/transtreets/ltplive/supporting/inter-urban/>

4.12 This will provide flexibility to update the strategy once there is more certainty around the future of growth in Hertfordshire, which will enable the IURS to function effectively as a daughter document to the Local Transport Plan.

(iii) Infrastructure Delivery Plan

4.13 The Council has prepared an Infrastructure Delivery Plan (IDP), which will be updated when necessary. The IDP acknowledges key infrastructure and projects that are required to deliver the Local Plan and is used to determine levels of developer contributions. The current (2015) update has been timed to take account of concerns regarding infrastructure issues raised through the Site Allocations Pre-Submission consultation and provides an opportunity to discuss these further with providers. This update will ensure key infrastructure concerns are raised with providers and any necessary amendments made to the DPD and accompanying Local Allocation master plans to ensure these are properly addressed.

4.14 HCC, together with consultants AECOM, are also in the evidence gathering stage to inform a new “Growth and Transport Plan” for Hemel Hempstead and its environs. This document will be a key technical resource when developing the new Single Local Plan.

(iv) Transport Modelling

4.15 A number of model runs have been undertaken throughout the preparation of the Core Strategy and Site Allocations DPDs to ensure that the most up-to-date information regarding the scale and location of new development within the town is properly reflected in highway considerations.

DIAMOND model

- 4.16 The County Council has previously relied on Highways England's East of England Regional transport Model, EERM, to provide an understanding of countywide travel needs and performance.
- 4.17 Following the abolition of previous planning targets determined by the East of England Plan, the DIAMOND (Demand Impact Assessment Of New Development) model of Hertfordshire was run by AECOM on behalf of districts within the south-west Hertfordshire sub-region (using a base year of 2009 and forecast year of 2031). This allowed the model to reflect the proposed land-use development strategies for both housing and employment from each of the six planning authorities in the sub-region (including Dacorum) as set out in individual district's Local Planning Framework. In the case of Dacorum, it reflected the broad quantum and distribution of development in its now adopted Core Strategy (and effectively that being taken forward through the Site Allocations DPD).
- 4.18 The modelling also allowed Highways England to estimate the likely impact of these changes upon the Strategic Road Network (SRN). The SRN routes of relevance to Dacorum and contained within DIAMOND included:
- M1 (J7 and 8);
 - M25 (J20)
 - A5
- 4.19 Whilst the SRN recorded increases in flows, they were lower than the increases on primary and A-roads (increased stress was identified on the M1 between J9 and J10 (am peak) and J7 and J8 (pm peak)). The route sections that experienced the highest increases in flows in the AM and PM peak included:
- Hemel Hempstead, A414 St Albans Road;
 - Hemel Hempstead, Two Waters Road;
 - Hemel Hempstead, A4146 Leighton Buzzard Road;
- 4.20 AECOM recommended that further supporting assessment be carried out to determine the potential mitigation measures required to facilitate development as well as further detailed junction operational assessments.

Paramics model

- 4.21 Separate modelling (Paramics model) has been necessary for Hemel Hempstead to take account of the focus of development here and identify particular pressure points of different types of transport. The Paramics model is managed by specialist transport consultants (Jacobs) on behalf of Hertfordshire County Council.
- 4.22 Various model runs have been carried out as follows:
1. 2008 base model (May 2009).
 2. 'Do minimum' models for 2021 and 2031 - accompanied by a Future Years Issues Report (May 2009).
 3. LDF Option Test Western Hemel (August 2010).
 4. Combined Local Plan Test (July 2012).
 5. Morrisons Development Test (Summer 2013).

6. Pre-Submissions Site Allocations Test (July 2015)

- 4.23 The latest model run was carried out in order to ensure that there had been no material change in circumstances since 2013 and to help inform decisions regarding any changes that may need to be made to the Site Allocations DPD (and associated Local Allocation master plans) to take account of concerns raised through representations. The Highway Authority have advised that the 2015 model outputs indicate that there has been no material change in highway conditions since the Site Allocation Pre-Submission document was prepared and that there are no issues highlighted that cannot be ameliorated through appropriate mitigation.

COMET model

- 4.24 The County Council is currently seeking to develop a countywide transport model (COMET) to improve model coverage and to replace the coverage of Hertfordshire in the EERM, as its base data is dated and the model has not been maintained or updated. One significant advantage of the COMET model is that it will be capable of modelling both highway and public transport trips.
- 4.25 COMET will need to be populated with up to date travel and development data before it can be formally used for developing a future year forecast (anticipated from early 2016). At that stage it is envisaged that the model could help emerging local plans to identify the best locations for growth along with the cumulative impacts of development. However, in the case of Hemel Hempstead, the Paramics based model will remain the best means of testing detailed transport schemes and smaller scale development within such urban areas.

(v) The Local Allocations

- 4.26 In addition to transport modelling, specific traffic studies have been prepared for Local Allocations LA1 and LA3. These have taken account of the Transport Model and been agreed with the Highway Authority. Any necessary highway improvements are referred to in the relevant Local Allocations policies of the Site Allocations document, and elaborated in the site master plans. The Highway Authority has confirmed through their representations that they support the content of all.
- 4.27 For parts of the Borough not covered by the Paramics Model, the Council has taken advice from the Highway Authority regarding highway issues. This advice is reflected in the planning requirements for individual sites and in the Schedule of Transport Proposals and Sites.
- 4.28 LA5 currently has a Transport Scoping Report which has also been agreed with the Highway Authority.

(vi) Maylands Growth Corridor

- 4.29 The Maylands Business Park (MBP) area is not part of the plan area of the Site Allocations DPD. However, the wider highways implication of new development in and adjoining this area is of importance, especially in respect of traffic flows on the

A414 and the potential impact on Junction 8 of the M1. The latter is of particular interest to Highways England.

- 4.30 The transport implications of new development in this area have been considered through work on the Maylands Growth Corridor (which includes land in and around the MBP and into the adjoining St Albans district). Consultants, AECOM, have been commissioned by the Hertfordshire Local Enterprise Partnership (LEP), to develop a study to identify the type and timing of future transport infrastructure requirements to support growth in the Maylands area and to assess its impact on Junction 8 of the M1. They have been working closely on the study with the County Council and the districts of Dacorum and St Albans.
- 4.31 The Council is continuing to work with the Hertfordshire LEP over key infrastructure projects and funding for these including access arrangements into the Gateway.
- 4.32 Transport improvements within the Growth Corridor have not focussed solely on the impact of cars. A number of initiatives are underway to promote sustainable transport options within the MBP. Consultants Steer Davies Gleane has prepared a Maylands Area Travel Plan (2011-2016) for the MBP on behalf of the Highway Authority. It sets out how individual occupiers, the Maylands Partnership and the local authorities (Hertfordshire County Council and Dacorum Borough Council) can work together to maximise use of existing and new sustainable travel opportunities.
- 4.33 The Council was successful in receiving Local Sustainable Transport Funding (LSTF) over the period 2012-15 as part of a consortium of Local Authorities headed by Hertfordshire County Council. This has been used on promoting sustainable transport projects within the MBP including funding for the delivery of a new express bus link running from Hemel Hempstead Train Station to the Maylands employment area (the Maylands Link bus service, ML1 (operated by Arriva), new cycling infrastructure linking Maylands and the town centre, and extended funding for a Sustainable Transport Officer. The Officer's role has been to provide on the ground support for businesses, and to help with the delivery of urban realm improvements across the business park to encourage walking and cycling. However, some interventions have continued through other funding streams.

(vii) Hertfordshire LEP

- 4.34 The Hertfordshire LEP have been active in promoting growth in Hemel Hempstead (and other New Towns) and this includes investment in transport infrastructure. Their Strategic Infrastructure Board is working closely with national government, the County Council, Dacorum Borough Council, and the Homes and Communities Agency (a key landowner in Hemel Hempstead) to identify transport priorities and secure, programme and distribute funding.
- 4.35 The town falls within the LEP's M1/M25 Growth Corridor as set out in their Strategic Economic Plan (March 2014). Some key initiatives identified in this plan include:

- Package of transport schemes including A414 Breakspear Way Junction Improvements;
- Hemel Hempstead station forecourt enhancements;
- Unlocking the Growth potential across the Maylands Gateway – Range of infrastructure improvements, including a number of new roads to make sites ready for development.

(viii) Officer Liaison

- 4.36 Officers from Dacorum Borough Council and the County Council continue to liaise on transport matters on a regular basis through STIBlet (Strategic Transport Infrastructure Board) meetings. These meetings in turn inform discussions at the county-wide STIB meetings.
- 4.37 Ad-hoc meetings on key transport issues (such as the potential improvements at the Hemel Hempstead Station, the implications of a Crossrail extension, and landowner meetings on the Local Allocations, etc.) also occur as required.
- 4.38 Separate officer steering group for work on Maylands and cross-county issues are discussed in meetings through HPG (Hertfordshire Planning Group) which is an officer-led group and HIIP (Hertfordshire Infrastructure Investment Partnership) which is attended by senior management and Portfolio Holders.

Background documents

- Local Transport Plan (LTP) 3 – <http://www.hertsdirect.org/ltp>
- LTP3 Supporting strategies – <http://www.hertsdirect.org/services/transtreets/ltp/live/supporting/>
- Hertfordshire Inter-Urban Route Strategy (January 2013) - <http://www.hertsdirect.org/services/transtreets/ltp/live/supporting/inter-urban/>
- Developing a Transport Vision for Hertfordshire: A review of the long-term challenges to 2050 - <http://www.hertsdirect.org/docs/pdf/h/18662455>
- Consultation on Hertfordshire Rail Strategy 2015 - <http://www.hertsdirect.org/services/transtreets/railconsultation/>
- Tring, Northchurch and Berkhamsted Urban Transport Plan (TNBUTP) – <http://www.hertsdirect.org/services/transtreets/tranpan/tcatp/tnbutp/>
- Hemel Hempstead Urban Transport Plan (HHUTP) – <http://www.hertsdirect.org/services/transtreets/tranpan/tcatp/17645276/>
- Hertfordshire LEP - Hertfordshire's Strategic Economic Plan (March 2014) <http://mediafiles.thedms.co.uk/Publication/BH-Herts/cms/pdf/Herts%20-%20SEP%20FINAL.pdf>

- Dacorum Infrastructure Delivery Plan (IDP) 2015 – <http://www.dacorum.gov.uk/docs/default-source/strategic-planning/infrastructure-delivery-plan-update---jan-2014.pdf?sfvrsn=0>
 - Dacorum Borough Local Plan (DBLP) 2004 Transport Chapter – [http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-plan-1991-2011/local-plan-policies-\(1991-2011\)#Transport](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-plan-1991-2011/local-plan-policies-(1991-2011)#Transport)
 - Schedule of Transport Proposals Sites and Schemes – http://www.dacorum.gov.uk/docs/default-source/planning-development/spatialplanning-09.10.27-writtenstatement-schedule_of_transport_proposal_sites_and_schemes.pdf?Status=Master&sfvrsn=0
 - Schedule of Site Appraisals 2006 – <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/site-allocations-issues-options-2006>
 - Schedules of Site Appraisals 2008 – <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/site-allocations-2008>
 - Diamond Application for South West Hertfordshire – Technical Note (Transport Impacts of Core Strategy Development Scenarios) (November 2011) - <http://www.dacorum.gov.uk/docs/default-source/planning-development/diamond-southwest-hertfordshire---confidential.pdf?Status=Master&sfvrsn=0>
 - Technical work for Hemel Hempstead Town Centre Master Plan - [http://www.dacorum.gov.uk/docs/default-source/regeneration/final-masterplan-incl-design-appendix---adopted-jan-13\(small\).pdf?sfvrsn=0](http://www.dacorum.gov.uk/docs/default-source/regeneration/final-masterplan-incl-design-appendix---adopted-jan-13(small).pdf?sfvrsn=0)
 - Highway modelling for Hemel Hempstead
- [To insert when document is published.]
- Technical work associated with Local Allocation master plan preparation - <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/local-planning-framework/site-allocations/localallocations>

Issues

- 4.39 There are a number of key projects and developments in the Borough, and especially Hemel Hempstead, where different transport means are essential to support development.
- 4.40 The Hemel Hempstead Town Centre Master Plan points to several key sites and transport projects. These relate to links between the town centre and the railway station, and relocating the bus station facilities where the current site has been identified as having development potential.
- 4.41 The Local Allocations, identified sites to deliver significant housing mainly in the longer term of the Plan period, will also involve substantial contribution to the road network and sustainable transport, due to the impact of development at these sites.
- 4.42 A differentiation should be made on transport proposals and schemes between the spatial element and whether it would constitute a transport management proposal. For example a general proposal for speed management on roads is a management matter rather than a spatial proposal which is linked to a development on the ground. Sites should be allocated for transport that are essential to the delivery of the plan, and should not relate to proposals that would occur otherwise. The principle of transport policies in the local planning framework is not to restrict other proposals being delivered. The site allocations identify sites that are important to the delivery of the Local Plan.
- 4.43 Previous consultation responses have been taken into account when considering sites. In particular, answers to questions on new road schemes, existing road capacity, parking in Hemel Hempstead and Berkhamsted, cycle routes, and views on existing proposals.
- 4.44 It should be noted that this paper relates to transport matters for the whole of Dacorum with the exception of the area covered by an Area Action Plan (AAP) in East Hemel Hempstead. Dacorum Borough Local Plan policies and proposals will be saved for the area as defined by the boundary in the Core Strategy.

Existing Local Plan policies

- 4.45 There are a number of existing Dacorum Borough Local plan 2004 policies that are still in effect following the adoption of the Core Strategy, and four that were not 'saved'.

Previously superseded DBLP policies:

Policy 49: Transport Planning Strategy. Superseded by Policy CS8 and CS9

Policy 50: Transport schemes and safeguarding of land. Superseded by Policy CS9

Policy 52: The road hierarchy. Superseded by Policy CS9

Policy 53: Road improvement strategy. Superseded by Policy CS9

Saved DBLP policies:

- Policy 51: Development and transport impacts
- Policy 54: Highway design
- Policy 55: Traffic management
- Policy 56: Roadside services
- Policy 57: Provision and management of parking
- Policy 58: Private parking provision
- Policy 59: Public off-street car parking
- Policy 60: Lorry parking
- Policy 61: Pedestrians
- Policy 62: Cyclists
- Policy 63: Access for disabled people
- Policy 64: Passenger transport
- Policy 65: Development relating to strategic rail facilities
- Policy 66: Facilities for water borne freight

- 4.46 These policies will be reassessed on whether they should be saved as a result of any replacement Site Allocation policies.

Assessment Framework

- 4.47 Proposals for sites and schemes have been collaborated from the background sources of information identified above, and assessed for their appropriateness for inclusion within a Site Allocations schedule for transport proposals and sites. The majority of proposals were discounted immediately due to their small scale.
- 4.48 Criteria will include:
- i. The progress of the scheme – has work started, how long has work been going on for to date, and how long will it take?
 - ii. Is the proposal required to meet the short term or long term objectives of the Plan?
 - iii. Is the proposal required for the delivery of the Plan?
 - iv. Is the proposal spatial, or is it a management scheme? Can the proposal be identified on a plan?
- 4.49 Regular consultation will be undertaken with the Highway Authority at Hertfordshire County Council to ensure consistency with the LTP3 and applicable UTPs.
- 4.50 To date there have been several meetings between Dacorum and the Highway Authority to prepare the full list of sites and establish which sites should be included within the schedule.
- 4.51 Feedback and updates on draft versions of the schedule was provided. Representatives from the Highway Authority attended Local Allocation landowner meetings. The local allocation sites had the benefit of transport assessments to determine the main issues and preferred options. The Highway Authority was consulted on draft versions of each of the master plans, and transport assessment where applicable.

- 4.52 Cross referencing will take place with schemes identified through the Infrastructure Delivery Plan (IDP). Proposals should be deliverable and financially feasible. Not all proposals in the IDP relating to transport will need to be included in the
- 4.53 Sites will be discounted through the assessment matrix and reasons provided for a proposals inclusion to ensure regularity and transparency. Schemes could be brought forward earlier than indicated if financial and technical resources allow.

Table 3 – Matrix of transport proposals, sites and schemes:

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
Local Plan proposal	All	Parking Management Schemes	T16 Introduction of residents only parking schemes in decriminalisation of parking enforcement and management of off-street parking spaces.	Not required as a site allocation, to be replaced with car parking policy	-	-	Delete
IDP	Ber	Kingshill Way/Shootersway	Signalise junction	Covered by SS1 and LA4	-	S/L	Delete
Local Plan proposal	Ber	Canal Fields/Berkhamsted Park Car Park	T13 Upgrade existing public off street car parking. Improvement to car park for short stay spaces. Limited improvements to access and formalise layout. Management to give priority to users of associated leisure facilities.	Not required as a site allocation, management element included in the proposed policy	-	-	Delete
Local Plan proposal	Ber	Car park on the filter beds site, opposite Frogmore Mill, Durrants Hill Road	TWA11	Not required as a site allocation, management element included in the proposed policy	-	-	Delete
Local Plan proposal	Ber	Improvements to Durrants Hill Road	TWA12	Too minor for inclusion, also covered by other aspects of safer routes to school	-	-	Delete
Local Plan proposal	Ber	Signalisation of Durrants Hill Road, London Road junction	TWA13	Too minor for inclusion	-	-	Delete
Local Plan proposal	Ber	Tunnel Fields, link to New Road, Northchurch, Berkhamsted and associated work to junction of New Road/A4251	Tiii	Too minor for inclusion	-	-	Delete
TNBUTP	Ber	Springfield Road-New Road	Cycle route	Advise required from HCC on its inclusion and update. Historically sensitive issue, unlikely to be supported.	-	-	Delete
DBLP	Ber	T9 Station	Safeguarding	Policies Map only	Safeguarding	None	Include (T/16)
CS	Ber	Local Allocation 4	Junction improvements including traffic	Site specific proposal linked to	Allocation	L	Include

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
		Hanburys	lights and pedestrian crossings required in association with MU/6 Land at Durrants Lane / Shootersway (Egerton Rothesay School) and Local Allocation LA4: Hanburys. See site masterplans. Detailed design on advice from the highway authority.	strategic sites for housing	for proposed site		(T/17)
DBC scheme	Ber	Lower Kings Road Public Car Park	Provide additional deck or decks. The design should respect the amenity of adjoining buildings and their position in the conservation area. Vehicular access to these buildings to be maintained.	Feasibility study undertaken which could result in earlier delivery of the scheme.	-	L	Include (T/19)
Local Plan proposal	Ber	Further footway improvements, A416 Kings Road, Berkhamsted	Tii	Too minor for inclusion. Ref to proposed High Street Corridor	-	-	Ref T/18
Local Plan proposal	Ber	Berkhamsted High Street eastern section	Txiv Continuation of works to improve street environment Berkhamsted High Street eastern section	Covered by proposed High Street Corridor allocations which will seek to make a range of changes	-	-	Ref T/18
TNBUTP/ Local Plan proposal	Ber	High Street Txvi	Traffic calming and extension of 20mph zone	Linked to the improvement of environment of the town centre and conservation area. Proposed High Street Corridor	-	S/L	Ref T/18
CS	Bov	Local Allocation 6 Molyneaux Avenue and Chesham Road	New junction to development with associated highway improvements, including cycle and pedestrian routes in accordance with site masterplan	Site specific proposal linked to strategic sites for housing	Allocation for proposed site	L	Include (T/23)
Local Plan proposal	HH	Improvements to A414 Maylands Avenue Roundabout, Hemel Hempstead	T3 - HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be required.	Within East Hemel Hempstead AAP boundary – proposal to be ‘saved’	-	-	‘Saved’ proposal
Local Plan proposal	HH	Junction improvements to increase the capacity of A414 Breakspear Way Roundabout	T4 - forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be	Within East Hemel Hempstead AAP boundary – proposal to be ‘saved’	-	-	‘Saved’ proposal

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			required. Local Highway Authority scheme to be co-ordinated with works as part of Scheme T1 (M1 widening).				
Local Plan proposal	HH	Widening and junction improvements, A4147 Redbourn Road, Hemel Hempstead (Cupid Green to Queensway)	T6 - HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Landscaping required in particular to screen open storage in the Swallowdale General Employment Area.	Within East Hemel Hempstead AAP boundary – proposal to be ‘saved’	-	-	‘Saved’ proposal
Local Plan proposal	HH	Widening and junction improvements to complete North East Relief Road (line of existing Three Cherry Trees/ Green Lane)	T7 - HCC/DBC consider that the proposal should be brought forward by developer contributions in association with development at North East Hemel Hempstead (Proposals H18 and E4: see Schedules of Housing and Employment Proposal Sites respectively). Potential dual carriageway line to be safeguarded where appropriate. Initial single carriageway route could also be completed on dualling line shown in Hemel Hempstead Transportation Plan. This alternative line follows Punchbowl Lane in St Albans City and District. Landscaping to enhance boundary with Green Belt.	Within East Hemel Hempstead AAP boundary – proposal to be ‘saved’	-	-	‘Saved’ proposal
Local Plan proposal	HH	Maylands Avenue industrial area lorry park	T10 Existing lorry park land to be safeguarded for this use unless a satisfactory alternative is available (see Policy 60).	Within East Hemel Hempstead AAP boundary – proposal to be ‘saved’	-	-	‘Saved’ proposal
Local Plan proposal	HH	M1 widening (dual 4 lane - Junctions 6a - 10)	T1 - In the Government Report ‘A New Deal for Trunk Roads in England’ one of the main areas for action was dealing with serious congestion problems on main roads including M1. The proposed work includes replacement and improvement of	Complete	-	-	Delete

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			all junctions and over bridges. Will achieve segregation of local traffic from M1 traffic between M10 and A414 by provision of new all-purpose dual carriageway routes.				
Local Plan proposal	HH	Widening and junction improvements on Swallowdale Lane, Hemel Hempstead (from Three Cherry Trees Lane to Redbourn Road)	T5 - Widening and junction improvements on Swallowdale Lane	Changes associated with Spencer's Park development, covered by the requirements in that planning application. Half complete.	-	-	Delete
Local Plan proposal	HH	Moor End Bus Link	T8 Reopening of road link between mini-roundabout on Plough Roundabout and Marlowes as bus only link to provide direct, priority passenger transport access to the main shopping area. Hemel Hempstead Transportation Plan – initial scheme complete. Alternative bus link route approved in planning permission.	Out of date proposal, ref Town Centre Master Plan	-	-	Delete
Local Plan proposal	HH	Demolition of 235 and 237 London Road and widening of the Featherbed Lane/London Road junction	TWA15	Out of date	-	-	Delete
Local Plan proposal	HH	Widening to dual carriageway of North East Relief Road	Tiv	See AAP			Delete
Local Plan proposal	HH	Hemel Hempstead Environmental Area Safety and Traffic Calming Schemes	Tvii Adeyfield/Highfield Tviii Grovehill/Woodhall Farm Tix West Hemel Hempstead Tx A4251 Corridor/Apsley	Not necessary for inclusion in Site Allocations, the LTP and UTPs identify appropriate sites for new schemes	-	-	Delete
Local Plan proposal	HH	Hemel Hempstead Park and Ride Schemes	Txi Study carried out in 2002 to assess the potential for additional park and ride facilities identified two locations:	Not necessary for inclusion in Site Allocations, the LTP and UTPs identify appropriate sites for new	-	-	Delete

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			- Gadebridge Park - Breakspear Way	schemes			
Local Plan proposal	HH	Water Gardens car park	Txv Additional public off-street car parking by further decking of Water Gardens north car park	To be replaced with car parking policy	-	-	Delete
IDP, LTP3	HH	Maylands Business Area to town centre	Walking and cycling route	Complete	-	-	Delete
IDP, HHUTP	HH	High Street, Old Town	Install one-way (northward) operation. Provide additional on-street parking and upgrade the street enhancement.	Complete	-	-	Delete
IDP, HHUTP	HH	Land between Hillfield Road and Turners Hill	Provide a road link for buses only.	HCC recommend deletion. Unfeasible	-	L	Delete
IDP, HHUTP	HH	Junction of Allandale and Queensway	Junction redesign	Minor proposal, no necessary for inclusion	-	S	Delete
Local Plan proposal	HH	Hemel Hempstead Cycle Route Network	Tv	Save parts contained within the AAP, principle supports new foot and cycle routes. Some specific routes are shown/allocated	-	-	Delete (Save AAP area)
Local Plan proposal	HH	Hemel Hempstead Pedestrian Route Network	Tvi	Save parts contained within the AAP, principle supports new foot and cycle routes. Some specific routes are shown/allocated	-	-	Delete (Save AAP area)
CS	HH	Local Allocation 1 Marchmont Farm	New junction to access development on Link Road, together with associated highway improvements including cycle and pedestrian routes in accordance with the site masterplan. Detailed design on advice from the highway authority	Site specific proposal linked to strategic sites for housing	Allocation for proposed site	L	Include (T/10)
CS	HH	Local Allocation 2 Old Town	New junction on Fletchers Way and associated highway improvements, including cycle and pedestrian routes in accordance with the site masterplan. Detailed design on advice from the highway authority	Site specific proposal linked to strategic sites for housing	Allocation for proposed site	L	Include (T/11)
CS	HH	Local Allocation 3 West Hemel	New junctions and associated highway improvements, including cycle and	Site specific proposal linked to strategic sites for housing	Allocation for	L	Include (T/12)

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			pedestrian routes in accordance with the site masterplan. Detailed design on advice from the highway authority		proposed site		
DBLP	HH	Cycle route	TWA18 Indicative route between Two Waters, Apsley and Nash Mills.	For Transport Diagram? Update needed on progress	Allocation for proposed site	S	Include (T/13)
DBLP	HH	Footpath network	TWA19 Two Waters and Apsley	For Transport Diagram? Update needed on progress	Allocation for proposed site	S	Include (T/14)
HHTCMP	HH	Station to Town Centre cycle route	Cycle route between Hemel Hempstead Town Centre and Hemel Hempstead railway station	Site specific proposal linked to HH Town Centre master plan delivery	Allocation for proposed site	S	Include (T/15)
DBLP	HH	Main railway station	T14 Safeguarding	Policies Map only Relationship to the Station Gateway project needs to be understood. There may be a separate proposal for the Site Allocations DPD as well as T14.	Safeguarding – ref to Mixed Use proposal	None	Include (T/3)
DBLP	HH	Apsley station	TWA16 Safeguarding	Policies Map only	Safeguarding	None	Include (T/4)
DBLP	HH	Bus garage, Whiteleaf Road	TWA17 Safeguarding	Policies Map only	Safeguarding	None	Include (T/5)
DBLP	HH	Featherbed Lane and related junctions (update of TWA14)	Widening of Featherbed Lane, with a new railway bridge and improvements to junctions with King Edward Street, Manor Street and London Road and Manor Street; also, improvements to the route between Featherbed Lane via Orchard Street to London Road, and on London Road itself to enable free and safe movement of traffic.	Scheme is linked to the development of new housing around the Manor Estate.	Allocation for proposed site	S	Include (T/6)
HHUTM	HH	B481 Redbourn Road	Junction improvements along Redbourn Road from St Agnells Lane roundabout to	May include new roundabout at Shenley Road (east)	Allocation for	S/L	Include (T/7)

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			Holtsmere End Lane in order to improve safety and local accessibility. Capacity to be maintained along Redbourn Road.		proposed site		
HHUTP	HH	Junction of Bedmond Road and Leverstock Green Road	New roundabout	Supported by highway authority as in need of significant work	Allocation for proposed site	S/L	Include (T/8)
HHUTM,H HTC MP	HH	A4146 Leighton Buzzard Road	Junction improvements along Leighton Buzzard Road from the Plough roundabout to the Warners End Road roundabout. This may include a new junction to provide additional access into the town centre.	Scope of improvements may become clearer after the 2013 HHUTM run. Is a new access road required into the town centre?	Allocation for proposed site	S/L	Include (T/9)
DBLP	HH	Bus interchange facilities	New proposal and safeguarding, replacing T12	Show both elements on Policies Map. County interchange centre described in HCC BS 2011-2031 p34/35 – includes allocated bus bays and management system, other passenger facilities nearby, provision for coaches (e.g. airport connections), cycles and car drop-off, shelters, real time screen information, seating, access kerbs	Safe-guarding of existing site, and proposal for new site	S	Include as two allocations (T/1 and T/2)
Local Plan proposal	Other	Bourne End Service Area	T15 Some extension is possible but the development area is to be limited and is not to extend beyond the limits already permitted. Strategic landscaping improvements are required. Parking provision should meet the standards set out in Appendix 5 (Parking Provision).	Considered as a MDS; Since DBLP was adopted works have taken place to improve it as a transport site including new hotel	-	-	Delete
Local Plan proposal	Other	New single carriageway A4146 Water End bypass	Ti	Previous long term proposal. No longer relevant	-	L	Delete
Local Plan proposal	Tring	A41 T Aston Clinton bypass	T2 - Only the junction linking to the A41 Tring bypass affects Dacorum Borough. In the Government Report 'A New Deal for Trunk Roads in England' this scheme is in	A41 no longer trunk road	-	-	Delete

Source	Location	Address	Description	Comments	Type	Timing: Shorter/ Longer	Recommendation
			the targeted programme of improvements.				
Local Plan proposal	Tring	Station Road Cycle Route, Tring	Txii	Complete	-	-	Delete
Local Plan proposal	Tring	Miswell Lane Cycle Route, Tring	Txiii	Complete	-	-	Delete
DBLP	Tring	T11 Station	Safeguarding	Policies Map only	Safe-guarding	None	Include (T/20)
CS	Tring	Local Allocation 5 West Tring	New junctions to development with associated highway improvements, including new cycle and pedestrian routes in line with the site masterplan. Detailed design on advice from the highway authority	Site specific proposal linked to strategic sites for housing	Allocation for proposed site	S/L	Include (T/21)
IDP, TNBUTP	Tring	Tring Station - Pitstone	Cycle route	Allocate for the part within Dacorum	Allocation for proposed site	L	Include (T/22)

Recommendations

- 4.54 The proposal sites and schemes recommended for inclusion in the Site Allocations DPD are shown in the Schedule below with respective maps shown in Appendix 4.
- 4.55 Three Proposals that originated in the Dacorum Borough Local Plan, and one of which was cited in the Tring, Northchurch and Berkhamsted UTP have been combined into one proposal for Berkhamsted High Street where several specific matters have been raised. A number of previously safeguarded sites will continue to be protected namely the railway stations and other public transport interchanges across the Borough. Other proposals from the Local Plan 2004 that have not been implemented will be carried forward to the Site Allocations, as well as a number of new sites critical to the delivery of the Core Strategy. It should be noted that where other schemes have not been assessed or included in the final schedule it does not take away the potential for the site to be progressed, should the Highway Authority recommend it, or if a change is required due to a development proposal.
- 4.56 It is also recommended that a single policy replaces the main types of transport, to replace the 'principle' and site allocation based policies in the DBLP. A further policy is required to replace the public car parking policy (Policy 59) relating to the safeguarding of public car parking provision, and the management of them.
- Policy 59: Public off-street car parking. To be superseded by Policy SA4 Public Car Parking
 - Policy 61: Pedestrians. To be superseded by Policy CS8 and Policy SA3 Improving Transport Infrastructure
 - Policy 63: Access for disabled people. To be superseded by Policy CS8 and Policy SA3 Improving Transport Infrastructure
 - Policy 64: Passenger transport. To be superseded by Policy CS8 and Policy SA3 Improving Transport Infrastructure

Schedule of Transport Proposals:

Hemel Hempstead	
Proposal T/1	
Location:	Existing bus station, Market Square, Waterhouse Street
Timing:	Short term
Planning Requirements:	Safeguarded site. Existing site will cease to be safeguarded after completion of Proposal T/2. Redevelopment of existing site to accord with Proposal L/1.
Proposal T/2	
Location:	Bus interchange facilities, Marlowes between Hillfield Road roundabout and Bridge Street roundabout
Timing:	Short term
Planning Requirements:	New site for replacement facilities of T/1. Detailed design on advice from the highway authority. Site to be safeguarded after completion.
Proposal T/3	

Location:	Hemel Hempstead Railway Station
Timing:	N/A
Planning Requirements:	Safeguarded site. Any redevelopment to accord with Proposal MU/4.
Proposal T/4	
Location:	Apsley Railway Station
Timing:	N/A
Planning Requirements:	Safeguarded site.
Proposal T/5	
Location:	Bus garage, Whiteleaf Road
Timing:	N/A
Planning Requirements:	Safeguarded site
Proposal T/6	
Location:	Featherbed Lane and related junctions
Timing:	Short term
Planning Requirements:	Widening of Featherbed Lane with a new railway bridge and improvements to junctions with King Edward Street, Manor Street and London Road and Manor Street; improvements to the route between Featherbed Lane via Orchard Street to London Road, and on London Road itself to enable free and safe movement of traffic. Detailed design on advice from the highway authority
Proposal T/7	
Location:	B481 Redbourn Road
Timing:	Short / long term
Planning Requirements:	Junction improvements along Redbourn Road from St Agnells Lane roundabout to Holtsmere End Lane, and at Shenley Road (east) in order to improve safety and local accessibility. Capacity to be maintained along Redbourn Road. Work to be undertaken in phases and detailed design on advice from the highway authority
Proposal T/8	
Location:	Junction of Bedmond Road and Leverstock Green Road
Timing:	Short / long term
Planning Requirements:	Improvements required to reduce traffic congestion. Detailed design on advice from the highway authority
Proposal T/9	
Location:	A4146 Leighton Buzzard Road
Timing:	Short / Long term
Planning Requirements:	Junction improvements along Leighton Buzzard Road from the Plough roundabout to the Warners End Road roundabout. This may include a new junction or reconfiguration to provide additional access into the town centre (see Hemel Hempstead Town Centre Masterplan). Detailed design on advice from the highway authority
Proposal T/10	
Location:	Local Allocation LA1, Marchmont Farm, Grovehill
Timing:	Long term
Planning Requirements:	New junction to access development on Link Road, together with associated highway improvements including cycle and pedestrian

	routes in accordance with the site masterplan. Detailed design on advice from the highway authority
Proposal T/11	
Location:	Local Allocation LA2, Old Town, Hemel Hempstead
Timing:	Long term
Planning Requirements:	New junction on Fletchers Way and associated highway improvements, including cycle and pedestrian routes in accordance with the site masterplan. Detailed design on advice from the highway authority
Proposal T/12	
Location:	Local Allocation LA3, West Hemel Hempstead
Timing:	Long term
Planning Requirements:	New junctions and associated highway improvements, including cycle and pedestrian routes in accordance with the site masterplan. Detailed design on advice from the highway authority
Proposal T/13	
Location:	Cycle route through Two Waters, Apsley and Nash Mills
Timing:	Short term
Planning Requirements:	Indicative route to create improved cycle links between Two Waters, Apsley and Nash Mills and the town centre. Detailed design on advice from the highway authority
Proposal T/14	
Location:	Footpath network in Two Waters and Apsley
Timing:	Short term
Planning Requirements:	Enhancement of the existing network to improve local links and connections. Detailed design on advice from the highway authority
Proposal T/15	
Location:	Cycle route between Hemel Hempstead Town Centre and Hemel Hempstead railway station
Timing:	Short term
Planning Requirements:	New and enhanced on and off road cycle route. Detailed design on advice from the highway authority
Berkhamsted	
Proposal T/16	
Location:	Berkhamsted Railway Station
Timing:	N/A
Planning Requirements:	Safeguarded site.
Proposal T/17	
Location:	Kingshill Way and Shootersway
Timing:	Short / Long term
Planning Requirements:	Junction improvements including traffic lights and pedestrian crossings required in association with MU/**: Land at Durrants Lane / Shootersay (Egerton Rothesay School) and Local Allocation LA4: Hanburys. See site masterplans. Detailed design on advice from the highway authority.
Proposal T/18	
Location:	High Street corridor
Timing:	Short / Long term

Planning Requirements:	Traffic calming; extension of 20mph zone and pedestrian crossing facilities. Detailed design on advice from the highway authority
Proposal T/19	
Location:	Lower Kings Road public car park
Timing:	Long term
Planning Requirements:	Provide increased capacity through decking.
Tring	
Proposal T/20	
Location:	Tring Railway Station
Timing:	N/A
Planning Requirements:	Safeguarded site
Proposal T/21	
Location:	Local Allocation LA5, Icknield Way
Timing:	Short / Long term
Planning Requirements:	New junctions to development with associated highway improvements, including new cycle and pedestrian routes in line with the site masterplan. Detailed design on advice from the highway authority
Proposal T/22	
Location:	Tring Station to Pitstone
Timing:	Long term
Planning Requirements:	Provision of improved cycle connections (on or off road)
Bovingdon	
Proposal T/23	
Location:	Local Allocation LA6, Chesham Road / Molyneaux Road
Timing:	Long Term
Planning Requirements:	New junction to development with associated highway improvements, including cycle and pedestrian routes in accordance with site masterplan

Appendix 1: Extracts from the Core Strategy relating to the Green Belt Boundary

“8.29 A strategic review of Green Belt boundaries was not required by the Regional Spatial Strategy (2008). The Council’s own review of the Green Belt boundary has identified some locations where releases of land will be necessary to meet specific development needs. No further change will be necessary in the Site Allocations DPD, other than to define these locations precisely and correct any minor anomalies that may still exist. While the development needs often relate to housing, some sites will include proposals for employment, social and community and/or leisure uses. The Council will only re-evaluate the role and function of the Green Belt, when it reviews the Core Strategy (see paragraphs 29.8 to 29.10).”

“29.8 The Council is committed to a partial review of the Core Strategy (i.e. after completion of the Site Allocations and Development Management DPDs). Evidence gathering will begin in 2013. The purpose of the review is to reconsider housing need and investigate ways of meeting that need more fully.

29.9 The Localism Act 2011 places a “duty to co-operate” on local authorities and other specified organisations. Dacorum’s local planning framework should therefore be based on joint working and co-operation with neighbouring authorities to address larger than local issues. The obligation stretches from plan-making to implementation, and will be explained in successive Annual Monitoring Reports. The partial review of the Core Strategy will be undertaken in co-operation with neighbouring authorities, taking account of their progress with development plan documents. The Council will aim to adopt the review by 2017/18.

29.10 Through the partial review, the Council will assess:

- a) household projections;*
- b) the role and function of the Green Belt affecting Dacorum, including long term boundaries and the potential to identify safeguarded land beyond 2031; and more significantly,*
- c) the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum. This element will include St Albans district and relevant areas lying beyond the Green Belt.*

The outcome of the review cannot be prejudged.”