

## Delivering the Vision

- 21.2. Around 1,200 homes will be provided over the period 2006 – 2031 chiefly within the town boundary. A key priority will be maximising opportunities for affordable homes and family sized accommodation, especially in larger development and through any potential release of Green Belt land.
- 21.3. A significant amount of the future housing (around 200 homes) will be delivered through the strategic site allocation at Durrants Lane/Shootersway (Egerton Rothesay). Not all of the housing can be achieved within the urban areas of the town and two strategic locations for Green Belt releases have been identified at Hanburys, Shootersway and New Road (if needed to fund the New Road / Springfield Road link).
- 21.4. Two new first schools are required in the town as an outcome of Hertfordshire County Council's assessment of school places in the borough. One 2 form entry first school is required to the north west and another to the south east of Berkhamsted. No decisions have yet been made on specific locations for the new schools and discussions are continuing with the County Council on how these might be delivered. The broad zones where new education provision will be directed are illustrated in Figure 20 (\*\*These will be refined once further information is received from the County Council\*\*)
- 21.5. There is also a need for further school capacity in the town on existing sites. It will therefore be necessary for Green Belt and Open Land policy to be applied flexibly to allow for on-going investment and improvements to school capacity to take place and to ensure that the wider interest of the town are met.
- 21.6. New development must maintain the distinctive character of the town and its valley setting, and will not be supported where it has an adverse impact on the sensitive open valley sides and ridge top locations. Views across the valley and along the valley floor will be safeguarded. A cautious approach will be taken to flood risk for development close to the canal embankment and any proposals will be subject to a flood risk assessment, and any necessary for mitigation measures.
- 21.7. Open space and designated Open Land, particularly the river and canal corridor, will be protected and enhanced because of their contribution to the character of the town, for outdoor recreation, and as a biodiversity resource. The strategic allocation at Durrants Lane / Shootersway (Egerton Rothesay School) will secure additional informal open space and playing fields. The contribution from other smaller open areas (such as the remnants of hedgerows in the low-density residential neighbourhoods) will be protected to provide opportunities for a network of wildspace linking the centre to the edge of the town.
- 21.8. Opportunities to de-culvert the river and to enhance the chalk stream environment will be taken where appropriate. The canal is important in its own right and its character, history and built heritage, particularly in respect of wharfage, need to be protected.

- 21.9. The key district shopping and service role of the town centre will be maintained. The proposed the redevelopment of the High Street / Water Lane site will deliver high quality buildings, a new supermarket and small shop units, and improved public car parking.
- 21.10. A baseline of around 7,700 jobs in the B–Class uses will be maintained to ensure an adequate supply of employment land that contributes towards the town’s local economy, and maintains a reasonable balance between homes and jobs in Berkhamsted.
- 21.11. Support will be given to the British Film Institute to allow them to consolidate activities on their site. The designation of the site as a Major Developed Site in the Green Belt will allow some modest opportunities for infilling to take place. Further opportunities to secure enabling development that would help support their operational needs would arise through development of the adjacent strategic housing location.
- 21.12. The careful location of new development and promoting opportunities for sustainable travel (Policy CS8), including improved cycle routes and facilities (for example at the train station), will in part help tackle a number of parking and traffic issues in the town. An additional deck at the Berkhamsted Railway Station Car Park and the development of the Water Lane / High Street site will also provide for a modest increase in spaces. Road improvements at the junction of Shootersway / Kingshill Way will be linked to new housing development.
- 21.13. Advice on completion of the longstanding New Road / Springfield Road link proposal aimed at relieving traffic through Northchurch is awaited from Hertfordshire County Council following a detailed technical assessment. This will consider whether the scheme is deliverable and how traffic and related air quality issues might be dealt with in its absence.

## Strategic Allocation

<b>Site reference</b>	**
<b>Site location</b>	Land at Durrants Lane / Shootersway, Berkhamsted (Egerton Rothesay School)
<b>Area (Ha)</b>	14.3 [check site area]
<b>Proposals</b>	Mixed use scheme: <ul style="list-style-type: none"> <li>• 200-240 new homes (5.77 Ha)</li> <li>• Remodelling and extension of existing school (x Ha)</li> <li>• Dual use playing fields (2.24 Ha) and sport pitches (1.97 Ha)</li> <li>• Informal leisure space (0.87 Ha)</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• To provide a mix of two storey housing including around 40% affordable homes, and informal open space.</li> </ul>

	<ul style="list-style-type: none"> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The development is in a sensitive ridge top and edge of town location, adjacent to existing housing. The layout, design, density and landscaping must therefore safeguard the amenities of nearby housing and create a soft edge with the proposed leisure space and adjoining countryside.</li> <li>• The impact of the scheme on the local road network will need to be mitigated through promoting sustainable transport options, reinforcing pedestrian / cycle links through the site, and funding improvements to the Shootersway / Kingshill Way and Durrants Lane / High Street junctions.</li> <li>• The main access is to be taken from Shootersway and this could include a secondary access from Durrants Lane.</li> <li>• The impact of school traffic must be tackled by providing new drop off facilities for pupils and through preparing and submitting a school transport plan.</li> <li>• Grim's Ditch is an important archaeological feature of the site. An archaeological assessment must set out measures to mitigate the impact of the development on it and the need to preserve remains in situ.</li> <li>• The development must secure funds for the refurbishment of the school on its existing site.</li> <li>• The scheme must secure additional areas of informal and formal leisure space and ensure their long term management. All formal leisure space should be made available for public use.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• A comprehensive planning framework is needed to link the three main land uses and their timing i.e. housing, school with playing fields and new leisure space.</li> <li>• Development will be programmed in order to enable the completion of 200-240 homes and other uses by 20xx/xx.</li> <li>• The priority is to deliver the school playing fields first. Housing will be phased to allow this to be delivered and to generate funds for refurbishment of the school.</li> <li>• The Masterplan provides a detailed planning framework sufficient to take forward the scheme through to a planning application.</li> <li>• The planning application will be processed under a Planning Performance Agreement.</li> </ul>

	<ul style="list-style-type: none"> <li>• Joint working with the landowners will ensure delivery of the scheme, secure necessary developer contributions and ensure that long term management of all open spaces, including Cox Dell and The Plantation, is in place.</li> <li>• The Council will work with Hertfordshire County Council to identify the level and type of contributions required towards sustainable transport measures, local highway works and additional educational and community facilities.</li> </ul>
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## Strategic Housing Locations

### (a) Hanburys, Shootersway

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
















**(b) Land at Lock Field, New Road, Northchurch**

**\*\*Note** - This would only be identified if required to help fund the Springfield Road / New Road link, upon which advice is awaited from the Highways authority**\*\***







<b>Location reference</b>	<b>**</b>
<b>Site location</b>	Land at Lock Field, New Road, Northchurch
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Approximately 50 new homes</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• Development must be tied to enabling the delivery of the New Road / Springfield Road link.</li> <li>• A mix of two storey housing including around 40% affordable homes.</li> <li>• The layout, design, density and landscaping must respect the character of the canal, provide a soft edge to the town, and safeguard the views of the of the village centre, church and surrounding countryside.</li> <li>• Existing hedgerows and trees to be retained and supplemented.</li> <li>• Impact of the scheme on the local road network mitigated through promotion of sustainable transport options and possible funding of local highway improvements.</li> <li>• Development to be carefully located to minimize the noise from rail traffic, which could include the need for noise mitigation measures.</li> <li>• Vehicular/pedestrian access to community facilities to be retained.</li> <li>• A contribution must be made towards educational and community facilities.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>

**Figure 20 Berkhamsted Vision Diagram**

**KEY**

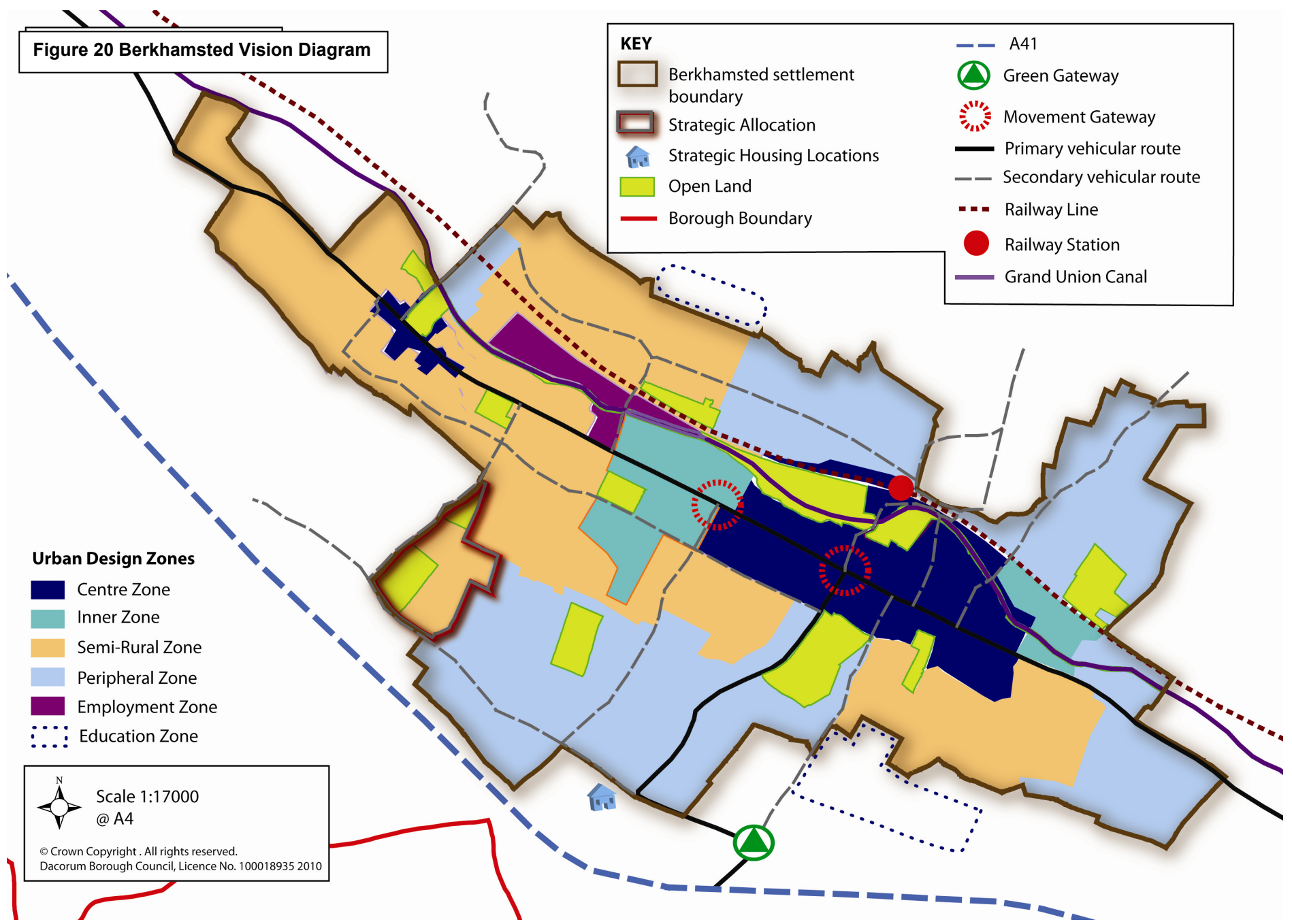
-  Berkhamsted settlement boundary
-  Strategic Allocation
-  Strategic Housing Locations
-  Open Land
-  Borough Boundary
-  A41
-  Green Gateway
-  Movement Gateway
-  Primary vehicular route
-  Secondary vehicular route
-  Railway Line
-  Railway Station
-  Grand Union Canal

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Rural Zone
-  Peripheral Zone
-  Employment Zone
-  Education Zone

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@ A4

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## 23. Spatial Strategy for Tring

### Context

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

### The Vision

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

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

### Local Objectives:

- Deliver 460 new homes between 2006 and 2031.
- New open space as part of the greenfield site development.
- Extend Tring School by 1- 2 forms of entry and deliver a new detached playing field.
- Safeguard the unique uses, such as the Zoological Museum and the auction rooms.
- Maintain the current level of employment provision.

## Delivering the Vision

- 23.3. Tring will deliver around 460 new homes, which will include approximately 150 homes on a greenfield site (Land to the West of Tring), together with affordable housing and new open space, including playing fields.
- 23.4. Tring Secondary School will be extended by 2 forms of entry, as a result of Hertfordshire County Council's assessment of school places in the Borough, together with new detached playing fields. The site location for the playing fields will be identified through the Site Allocation DPD.
- 23.5. New development will maintain the distinctive compact nature of this market town, particularly the historic High Street and 'Tring Triangle', and its countryside setting, and landscape features such as Tring Park and Tring Reservoirs. Views along the High Street and from Icknield Way will be safeguarded.
- 23.6. The town centre and the key local shopping and service functions in the town will be protected and small-scale extensions or development to increase the amount of retail provision in the town centre will be allowed.
- 23.7. There are three General Employment Areas (GEAs) within the town, Icknield Way, Akeman Street and Brook Street. Akeman Street will be redeveloped for mixed use, including new social and community facilities with replacement employment provision made through an extension to the Icknield Way GEA. Any future redevelopment of Heygates Mill will be expected to be for an appropriate mix of uses.
- 23.8. Access to existing services and facilities will be improved by introducing new signage in the town centre and by making improvements to highway/footpath provision.
- 23.9. Care facilities for private and socially funded accommodation will be delivered in line with adult care services recommendations.

















## Strategic Housing Locations

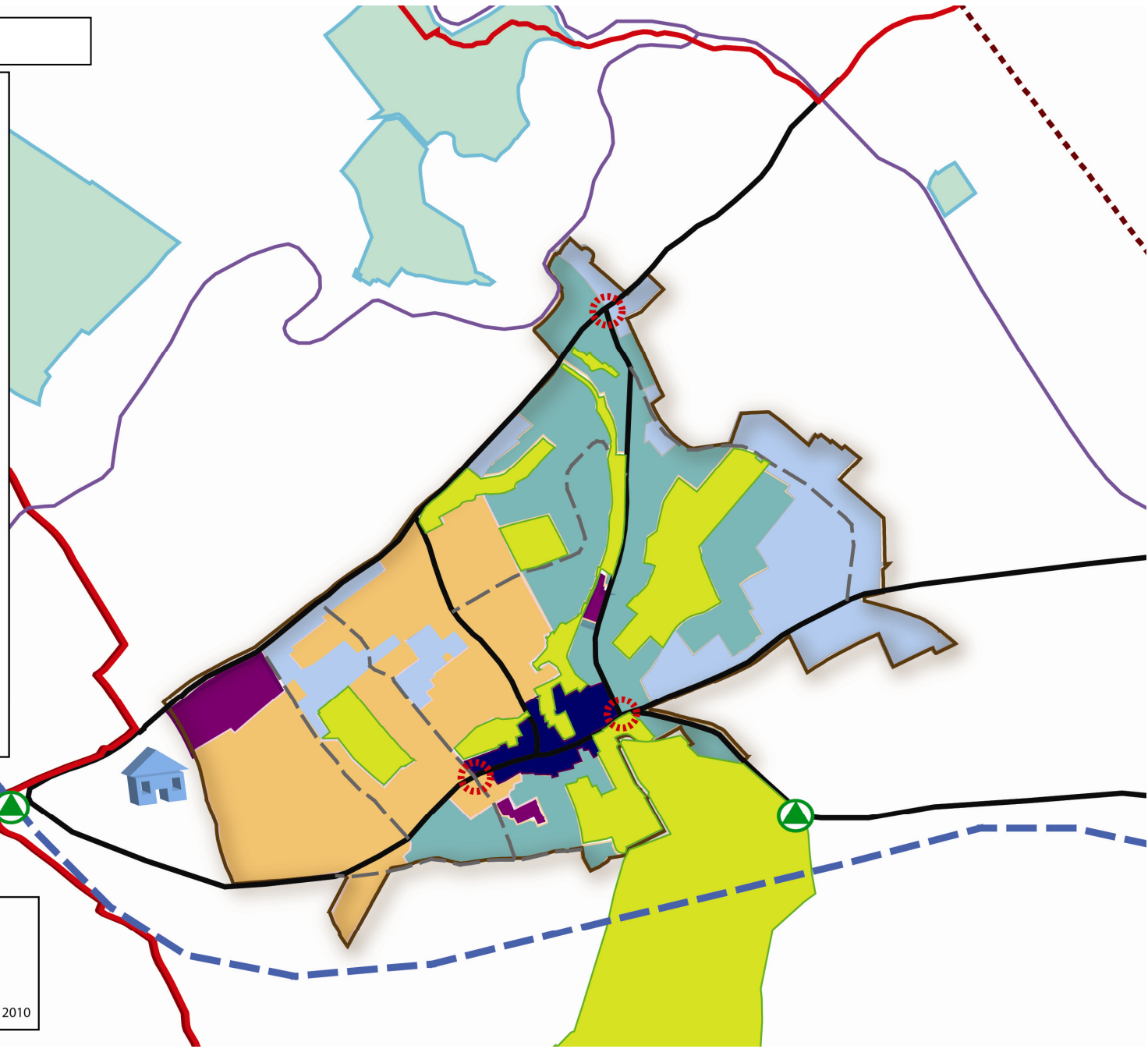
<b>Location reference</b>	**
<b>Site location</b>	Land to the West of Tring, Icknield Way
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Approximately 150 new homes</li> <li>• Playing fields and open space</li> <li>• Extension to the employment area in Icknield Way Industrial Estate</li> <li>• Potential extension to the cemetery</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of two storey housing including around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must</li> </ul>

	<p>create a soft edge with the adjoining AONB countryside and secure a strong long term Green Belt boundary</p> <ul style="list-style-type: none"> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options, including pedestrian links onto Highfield Road.</li> </ul>
<b><i>Delivery</i></b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>

**Figure 21: Tring Vision**

**KEY**

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



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## 24. Spatial Strategy for Kings Langley

### Context

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

### The Vision

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

### Local Objectives:

- Provide about 70 new homes between 2006 and 2031.
- Support the improvement of the secondary school's facilities.
- Maintain and enhance the role and character of the Grand Union Canal

### Delivering the Vision

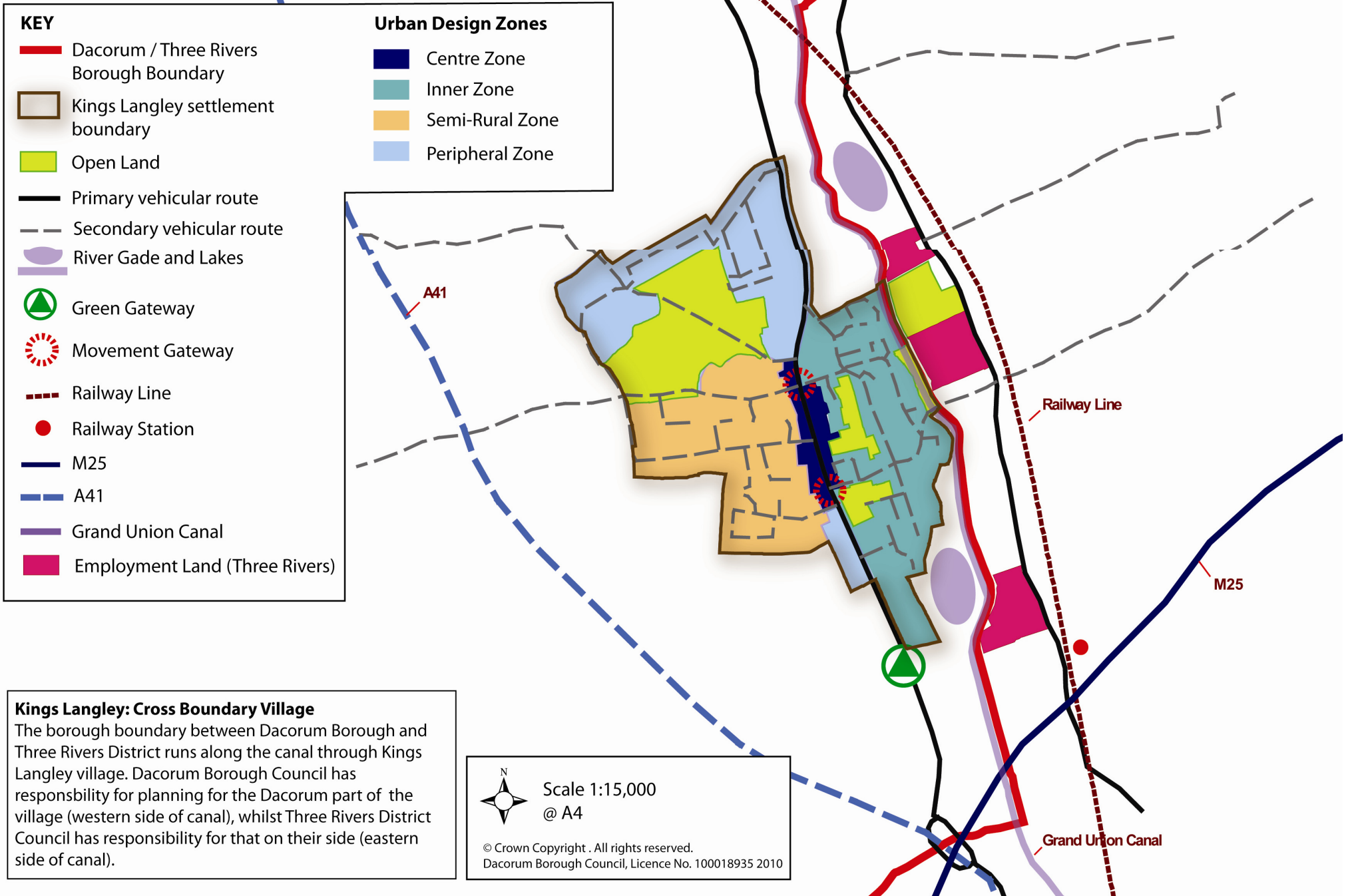
- 24.2. The sensitive location and compact nature of Kings Langley, together with the housing development planned in the Three Rivers part of the village limit both the opportunities and need for additional housing on the Dacorum side of the village. New housing will only take place within the boundaries of the village, which can accommodate approximately 70 dwellings. New housing will be expected to provide an appropriate mix of housing types and deliver a significant level of affordable housing.
- 24.3. New development will be consistent with the distinctive character of the village and will respect the conservation areas and the key views across the Gade Valley and along the Canal. Open space and designated Open Land, particularly the river and canal corridor, will be protected and enhanced because of their contribution to the

character of the village, for outdoor recreation, and as a biodiversity resource. The canal towpath also acts as an important movement corridor for pedestrians and cyclists.

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



**Figure 22: Kings Langley Vision**



**KEY**

- Dacorum / Three Rivers Borough Boundary
- Kings Langley settlement boundary
- Open Land
- Primary vehicular route
- Secondary vehicular route
- River Gade and Lakes
- Green Gateway
- Movement Gateway
- Railway Line
- Railway Station
- M25
- A41
- Grand Union Canal
- Employment Land (Three Rivers)

**Urban Design Zones**

- Centre Zone
- Inner Zone
- Semi-Rural Zone
- Peripheral Zone

**Kings Langley: Cross Boundary Village**  
 The borough boundary between Dacorum Borough and Three Rivers District runs along the canal through Kings Langley village. Dacorum Borough Council has responsibility for planning for the Dacorum part of the village (western side of canal), whilst Three Rivers District Council has responsibility for that on their side (eastern side of canal).

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# Bovingdon Spatial Strategy

## Context

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

## The Vision

Bovingdon will remain a vibrant compact village, delivering a high quality of life for local residents and businesses. Its natural, historic and built heritage will be conserved, particularly in the context of its setting within gently undulating open countryside and the village centre. Locally distinctive features of the village such as The Dock will be enhanced, and Bovingdon Brickworks will be protected. New housing development will be used to secure new open space for the village and a high level of affordable housing. The local centre will remain the heart of the village and continue to deliver a range of local shops, services and facilities. Support will be given to local businesses, schools and community facilities, and the existing wildlife and biodiversity resources on the outskirts of the village will be protected.

## Local objectives

- Accommodate around 150 new dwellings between 2006 and 2031.
- New open space as part of the greenfield site development.
- Safeguard the unique employment uses, such as Bovingdon Brickworks and HMP The Mount.
- Resolve parking issues along the High Street.

## Delivering the Vision

The compact and built-up nature of the Bovingdon limits the opportunity for additional housing within the village. However, some additional housing is required to maintain the long term population of the village and to ensure the continued viability of local services and facilities. The village will accommodate around 150 new homes, about 70 of which will be at the Strategic Housing Location to the rear of Green Lane. Development at this location will provide a proportion of housing suitable for elderly persons, as

well as an element of affordable housing and an area of public open space, possibly in the form of allotments. Other housing within the village boundary will be expected to contribute towards the local objectives.

New development will maintain the distinctive character of the village and will respect the conservation area, the other historic parts of the High Street and the views from the Well at the southern end of the High Street. Bovingdon Green and outdoor leisure space will be protected because of the general under provision of this type of land in the village.

The local shopping and service role of the village centre will be maintained. Developments that promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops retained. Bovingdon Brickworks and HMP The Mount will be safeguarded as important sources of local employment.

The village suffers from congestion compounded by on-street parking, and a lack of open space, nature reserves and wildlife sites. A long term solution will continue to be discussed with Hertfordshire County Council. In the meantime, the focus will continue to be upon traffic management, and encouraging a higher level of trips by non-car modes.

## Strategic location

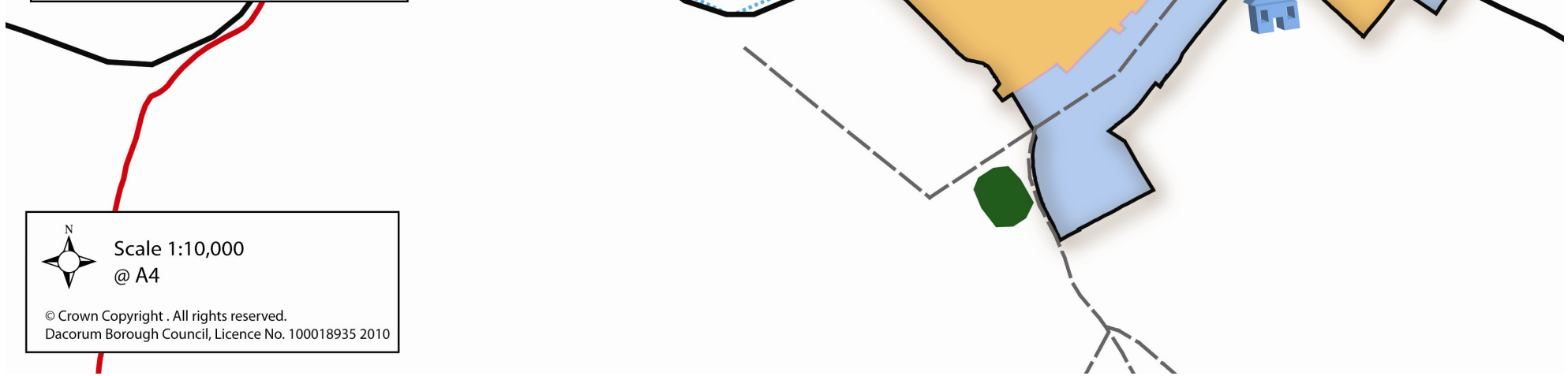
<b>Location reference</b>	**
<b>Site location</b>	Land to the rear of Green Lane
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Approximately 70 new homes.</li> <li>• Open space to incorporate allotments.</li> <li>• Potential for residential care home.</li> <li>• Potential for new healthcare facilities</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• A mix of storey housing including housing suited for elderly persons and around 40% affordable homes.</li> <li>• A contribution must be made towards educational and community facilities.</li> <li>• The layout, design, density and landscaping must relate well to existing housing, create a soft edge with the adjoining countryside and secure a strong long term Green Belt boundary.</li> <li>• Access via Green Lane.</li> <li>• Impact on the local road network mitigated through the promotion of sustainable travel options.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.</li> </ul>


*Note: Following advice from the Council's Sustainability Consultants, consultation feedback and discussion with agents representing the Ministry of Justice, the greenfield site option for Bovingdon in the Consultation Draft Core Strategy (November 2010) has been amended to land to the north of Chesham Road.*

Figure\*\* Bovingdon Vision Diagram

**KEY**

-  Bovingdon settlement boundary
-  Borough Boundary
-  Strategic Location
-  Open Land
-  Primary vehicular route
-  Secondary vehicular route
-  Bovingdon Airfield
-  Bovingdon Prison 'The Mount'
-  Movement Gateway
-  The Green
- Urban Design Zones**
-  Centre Zone
-  Inner Zone
-  Semi-Rural Zone
-  Peripheral Zone



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## 26. Markyate Spatial Strategy

### Context

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

### The Vision

Markyate will remain a vibrant and compact village, delivering a high quality of life for local residents and businesses. Improvements will be made to the range of services and facilities within the village, whilst protecting its historic core and its setting within the Ver valley. The regeneration of the Hicks Road employment area will create a new social and commercial focus for the village, consolidate local business opportunities, deliver more affordable homes, improved health care facilities, and other services to complement the High Street. Existing wildlife and biodiversity resources will be protected.

### Local Objectives:

- Deliver 140 new homes between 2006 and 2031.
- Regenerate the Hicks Road employment area to deliver premises for small to medium sized firms, new surgery building, a new public space for the village, more affordable homes and other commercial services that will complement the High Street.
- Protecting the character of the historic High Street.

### Delivering the Vision

- 26.5. The character, nature and location of the village limit the options for development. Markyate will accommodate around 140 new homes within the village boundary. A key priority will be maximising opportunities for affordable homes and family sized

accommodation. A substantial amount of the future housing will be achieved through redevelopment of the Hicks Road employment area.

- 26.6. Delivering the strategic allocation at Hicks Road industrial area is a key priority for Markyate. While the site provides an important source of local employment it is in need of regeneration. Existing employment activities will be consolidated there through a higher quality of accommodation and environment, and will seek to allow as many existing businesses to stay. It will deliver a substantial number of houses for the village (up to 60) as well as affordable homes. It represents one of the few development opportunities to secure improvements to community facilities through the creation of a public space and in providing a replacement doctor's surgery. The new public space will also help compensate for the current lack of open space within the village.
- 26.7. The lack of significant development opportunities in Markyate means there is limited scope to secure contributions towards sustainable transport measures and to ease peak time congestion. However, the regeneration of Hicks Road does provide for a range of uses in a central location, will improve the environment for pedestrians and cyclists and links to the High Street, and secures a more attractive public car park. Improvements to Hicks Road will focus on a safer environment and route for all users rather than increasing its capacity.
- 26.8. New development will maintain the distinctive character of the village, particularly the high density and historic High Street, and its valley setting, and respect landscape features such as Markyatecell Park. Views along the High Street and from Pickford Road into the village centre and across the Ver Valley will be safeguarded.
- 26.9. Cheverell's Green adjoins the village and is of high ecological value. Its wildlife interest will be protected and enhanced. A number of private gardens contain historic and small scale features, such as old hedgerows and orchard trees that will be protected as an ecological resource. Restoration of part of the course of the River Ver through the Hicks Road site will create an opportunity for a new green corridor and bring improvements to flood management.
- 26.10. The key local shopping and service function of the village centre will be protected. The new commercial uses as part of the Hicks Road scheme will complement and reinforce this role.

## Strategic Allocation

<b>Site reference</b>	**
<b>Site location</b>	Land at Hicks Road, Markyate
<b>Area (Ha)</b>	[check site area]
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Mixed use scheme:</li> <li>• Redevelopment of site for business, industry and storage and distribution units (xxxxsqm).</li> <li>• Up to 80 residential units (xxha)</li> <li>• Replacement surgery building (xxxxsqm)</li> <li>• New public space (0.xha)</li> </ul>

	<ul style="list-style-type: none"> <li>• Small A1/A2/A3 units</li> <li>• Replacement public car park</li> </ul>
<b>Principles</b>	<ul style="list-style-type: none"> <li>• Comprehensive development required that delivers employment, residential and community uses to meet the needs of the village.</li> <li>• New surgery building.</li> <li>• A mix of uses is acceptable including an element of B-uses. New commercial units created should be geared towards meeting the needs of existing tenants to enable them to remain on site.</li> <li>• Ground floor retail acceptable subject to impact on village centre (particularly convenience floorspace). A-uses to create link to/extension of High Street into Hicks Road.</li> <li>• Provide a mix of predominantly two storey houses and flats, including around 40% affordable homes.</li> <li>• Hicks Road to be kept open to through traffic (subject to views of Highways Authority). This should improve access for pedestrians and cyclists.</li> <li>• New public space to create a focus for the village, which could incorporate the River Ver as a feature.</li> <li>• The design and scale of new development to complement the local historic character and village setting.</li> <li>• Create village gateways at junction with High Street and Watling Street (A5) through landmark buildings, street furniture, and soft and hard landscaping.</li> <li>• A public car park to serve the High Street and users of the employment area to be retained, although not necessarily in its existing form or location. A minimum number of 38 public spaces including those to serve the surgery, to be secured. This must maintain convenient pedestrian links to High Street.</li> <li>• The River Ver to be partially deculverted and treated as a green landscaped corridor. This will also assist in the delivery of sustainable drainage.</li> <li>• Retain and supplement landscaping to Watling Street frontage.</li> <li>• Retention of Sharose Court is acceptable.</li> <li>• New surgery building.</li> <li>• A contribution must be made towards educational and community facilities.</li> </ul>
<b>Delivery</b>	<ul style="list-style-type: none"> <li>• Development will be programmed in order to enable the completion of up to 80 homes and other uses by 2013/14.</li> <li>• The Masterplan provides a detailed planning framework sufficient to take forward the scheme</li> </ul>

	<p>through to a planning application in 2011/12.</p> <ul style="list-style-type: none"><li>• The planning application will be processed under a Planning Performance Agreement?</li><li>• Joint working with the landowners will ensure delivery of the scheme and secure necessary developer contributions.</li><li>• The Council will work with Hertfordshire County Council to identify the level and type of contributions required towards sustainable transport measures, local highway works and additional educational and community facilities.</li><li>• The Council will work closely with the Primary Care Trust and landowner in delivering a new health facility.</li><li>• The Council will liaise with the Environment Agency to ensure flooding, deculverting and drainage issues are addressed.</li></ul>
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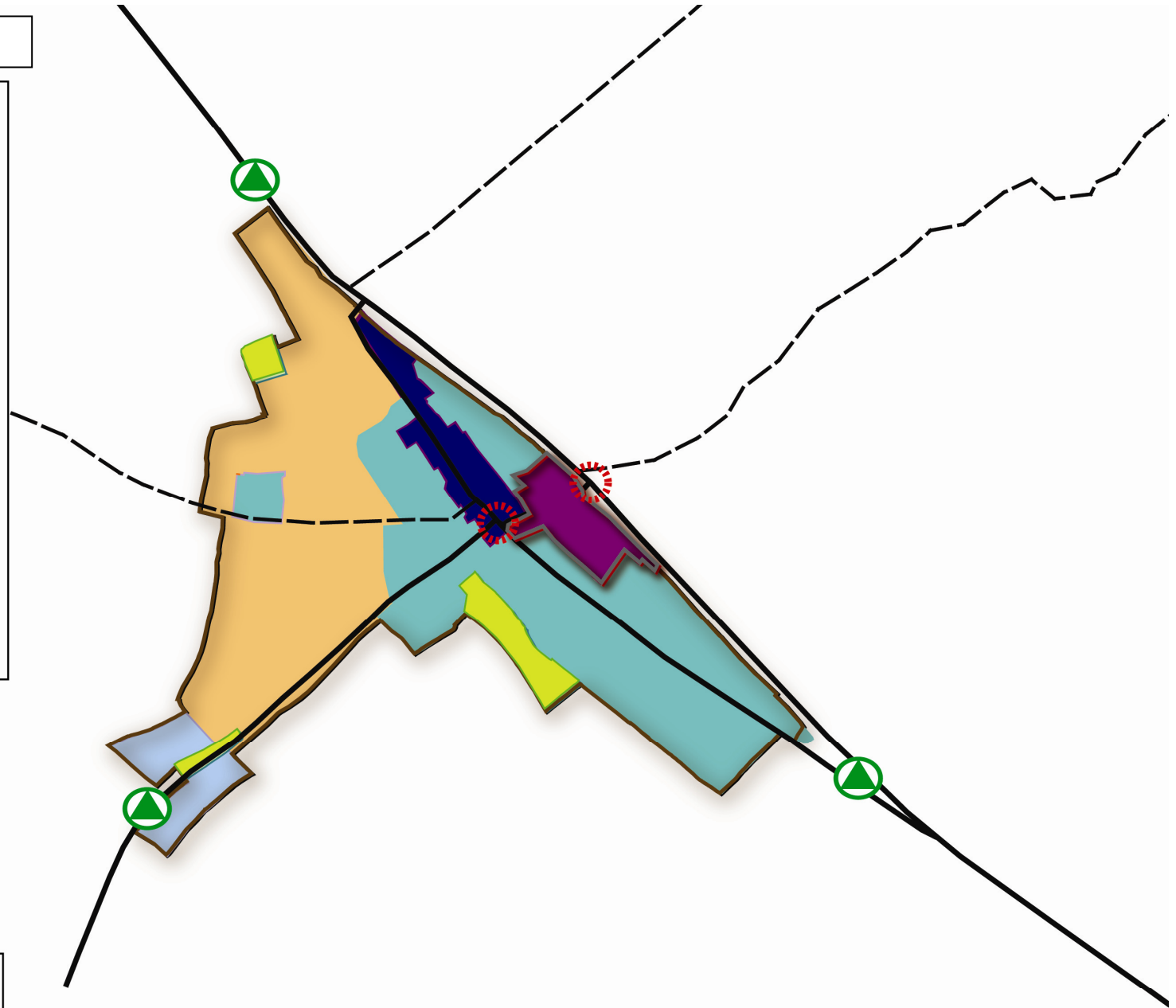
**Figure 24: Markyate Vision**

**KEY**

-  Markyate settlement boundary
-  Strategic Allocation
-  Open Land
-  Primary vehicular route
-  Secondary vehicular route
-  Green Gateway
-  Movement Gateway

**Urban Design Zones**

-  Centre Zone
-  Inner Zone
-  Semi-Rural Zone
-  Peripheral Zone
-  Employment Zone



Scale 1:10,000  
@ A4

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## 27. Countryside Spatial Strategy

### Context

- 27.1. The countryside of Dacorum covers 178 sq kilometres and has a population of just over 13,265 people, occupying about 5,000 homes. The majority (86%) live in villages and hamlets, particularly the selected small villages of Aldbury, Long Marston, Wilstone, Chipperfield, Flamstead, Potten End and Wigginton.
- 27.2. The countryside is valued for its rich historic heritage and attractive landscape. But for a “living countryside” there is also a need to sustain land management and support people living in the villages with an appropriate range of services and access to nearby towns.
- 27.3. Agriculture is the most extensive business in terms of land use, although it has changed significantly in nature over the past 20 years. Most agriculture is arable, with some livestock farming. Whilst commercial farms are getting larger, small-scale ‘hobby farming’ and the demand for horse paddocks and ménages is on the increase, particularly on the urban fringe.

### The Vision

Dacorum’s countryside will be sustainable, attractive, accessible and valued. The best and most distinctive features will be protected, and visually intrusive areas improved. Woodlands will be well managed and provide a source of renewable fuel. The quality and flow of chalk streams will have improved. There will be an increase in the numbers of countryside visitors arriving by public transport or bicycle. Changes in agriculture and the rural economy will be recognised and supported by appropriate development. New housing will help support the rural workforce meet local needs.

### Local Objectives:

- Provide about 390 new homes between 2006 and 2031.
- Support the rural economy, and particularly farming and green tourism.
- Protect and enhance the landscape, habitats and biodiversity, particularly those that are locally or nationally rare.
- Limit the impact of 'horseyculture' on the landscape.
- Protect tranquil parts of the countryside.

## **Delivering the Vision**

- 27.4. Although natural population growth cannot be accommodated due to policy and environmental constraints, around 390 new homes will be provided through small levels of infilling and changes of use, and the identification of rural exception sites.
- 27.5. New housing will be focused on the selected small villages. The precise level of housing development in each village will be based on an assessment of local need, character, size and setting. The qualities of all settlements will be recognised and protected through production of Conservation Area Appraisals and use of the Chilterns Buildings Design Guide and associated technical notes to inform planning decisions (see Table 12).
- 27.6. The retention of village schools, shops, pubs, post offices, churches and meeting places, open space and other basic services and facilities will be supported through local initiatives, the imaginative use of buildings and through mixed use.
- 27.7. The policy of directing main traffic flows to primary routes and away from rural routes will be maintained. Local highway authority initiatives to manage the use of rural lanes and control traffic speeds will be supported. Schemes that promote non-car travel will be encouraged. These include community-based public transport, the creation of improved facilities at Tring station and the enhancement of national and local cycle and footpath networks.
- 27.8. Two locations are currently identified as Employment Areas in the Green Belt - Bovington Brickworks and Bourne End Mills. Any future development on these sites will need to balance economic considerations with the need to protect of the countryside. Support will be given to appropriate farm diversification schemes. The re-use of farm buildings will however be carefully controlled to ensure that they support the function of the farm unit, that additional traffic can be accommodated on local roads and they do not have a detrimental impact upon countryside character.
- 27.9. To ensure a prosperous countryside, the needs of farmers and others engaged in land management activities will be recognised and supported through planning policies and schemes such as the Chilterns LEADER project. This aims to restore productive uses of woodland, improve farm economics, develop environmentally sustainable tourism and heritage conservation, and meet the challenges of climate change and rural community development. Initiatives to extend the area of farmland in Environmental Stewardship will be encouraged.
- 27.10. Infrastructure for agriculture and forestry is lacking in the Borough and wider County, with livestock markets, abattoirs and grain stores located at substantial distances adding to transport costs. Demand for higher standards of animal welfare and food safety and the implications of the resultant

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

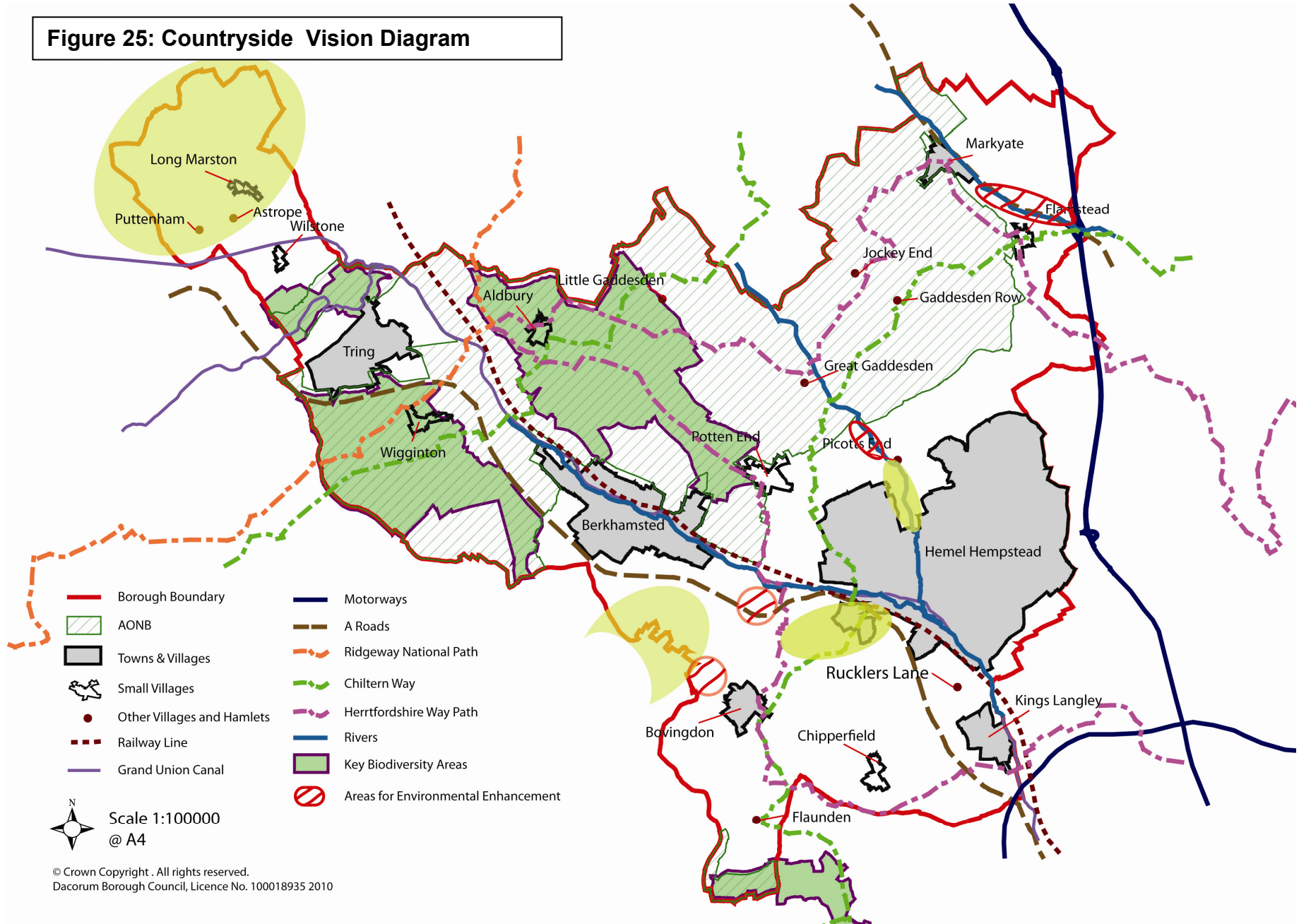
- 27.11. The potential for 'green tourism' in the Chilterns is recognised and appropriate schemes that support this will be supported. A range of visitor accommodation is already available including hotels and bed and breakfast accommodation. The Grand Union Canal is an important historic, environmental and leisure asset. A number of boating facilities are available in the area and additional mooring basins will not be supported.
- 27.12. As the urban population grows, pressures on access to the countryside and key attractions such as Ashridge will increase. These 'honeypot' sites will be protected by careful management alternative attractions promoted.
- 27.13. Productive farmland often comes right up to the settlement boundaries and there are relatively few of the problems usually associated with the urban fringe. There are still pockets of derelict land associated with Bovingdon Airfield, which are within the Green Belt and will in time revert back to their more natural state. This may involve retaining and recycling materials associated with its previous use and improving soil conditions.
- 27.14. The area's key landscape features and habitats, together with the broad approach to their protection and enhancement are set out in Section 17.
- 27.15. The impact of 'horseyculture' on the landscape will be mitigated in sensitive areas, especially the Chilterns Area of Outstanding Natural Beauty. Support will be given to the Chilterns Conservation Board to produce of a good practice note.
- 27.16. Problems associated with climate change will be recognised and their impacts mitigated – particularly in terms of nationally important habitats such as the Chilterns beechwoods and chalk streams.
- 27.17. Whilst the rivers in the Borough are currently in moderate condition in terms of their ecological status, the target will be to increase this to 'good' in accordance with the Water Framework Directive.
- 27.18. The tranquillity of the countryside will be recognised and protected. The impact of main transport routes in terms of noise and light and visual intrusion will be reduced through additional landscaping. Proposals to change aircraft routes, resulting in more traffic flying over the Chilterns at lower levels, will be opposed.

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

**\*\*TO ADD\*\***

*Include a list of villages and hamlets, categorised by type, in accordance with the approach used in the Chilterns Buildings Design Guide (i.e. plateau, ridge, scarpfoot, valley bottom).*

**Figure 25: Countryside Vision Diagram**



# Implementation and Delivery

## Strategic objectives

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

## 28. Delivery

- 28.1. Although the Core Strategy is broken down into chapters focussing on different themes and places within the borough, it is important to view it as a whole document. This is particularly important when considering the delivery of the strategy, which at its heart has the vision and strategic objectives.
- 28.2. The delivery of the strategic objectives is embedded throughout the core strategy at the beginning and end of each chapter. The relevant strategic objectives are listed at the start of each chapter, and the mechanisms to achieve their delivery are listed below each section. These fall into 3 broad categories:
- a) Policy development through DPDs and other, non-planning, Council policies;
  - b) Supplementary guidance and advice; and
  - c) Public and private investment and partnership working
- 28.3. Table X in Appendix 4, shows the relationship between the strategic objectives, the policies and the delivery mechanisms in more detail.
- 28.4. The effectiveness of the policies is kept under review in the Annual Monitoring Report (AMR) which will be used to assess how well the LDF is being delivered. The monitoring section below gives more detail about this process.

### Partnership working

- 28.5. The policies and text within the Core Strategy are one of the key instruments for the delivery of the vision and strategic objectives. However, the Core Strategy does not work in isolation and its implementation is also contingent upon a number of delivery mechanisms which are discussed in Table Y, in Appendix 4.
- 28.6. Partnership working with and between a range public, private and voluntary sector bodies will also be necessary. Partnership working should lead to a more efficient use of resources. It avoids duplication of effort and is likely to lead to a planning framework with aims that are compatible with the private sector and other public sector bodies. This way partnership working also reduces the reliance on public funding to start the implementation of some projects.

- 28.7. Two closely related examples of partnership working towards the delivery of the Core Strategy are Local Investment Plans and Local Area Agreements. Local Investment Plans are agreements between Local Authorities and the HCA that set out the investment required to deliver the 'agreed vision and economic purpose of the place'. Local Area Agreements, which usually follow Local Investment Plans, set out the funding and resources that each partner organisation will invest in the area over time, and the outputs and outcomes expected from them. This type of partnership working is one of the key delivery mechanisms upon which the Vision and Strategic Objectives is dependent.
- 28.8. In terms of infrastructure delivery the Council is, and will continue, working with infrastructure providers. This is being done through work for the Infrastructure Delivery Plan (IDP) and through the Local Strategic Partnership (LSP). A sub-group of the LSP has been set up, called the Infrastructure and Hemel 2020 Delivery Board (IHDB) with the purpose of ensuring a co-ordinated and holistic approach to the delivery of key regeneration projects and infrastructure.

### **Key Projects**

- 28.9. Most of the major projects which are key to the delivery of the Core Strategy are located at Hemel Hempstead. Many of these projects have their roots in the Hemel 2020 vision, and are strengthened by the Core Strategy and other DPDs.
- 28.10. Delivery of the key projects is crucial for the fulfilment of the Council's regeneration aims which are embedded in the Borough and Hemel Hempstead visions and the RSS' designation of Hemel Hempstead as a KCDC. The Hemel Hempstead Spatial Strategy, the Sustainable Development Strategy and other policies in the Core Strategy form the basic framework for their delivery. This will be developed through LDDss such as the Hemel Hempstead Town Centre Masterplan, the East Hemel Hempstead AAP and the Site Allocations DPD to ensure that the appropriate planning principles and requirements are in place for successful delivery.

### **Flexibility and Contingency**

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

- adaptation to evolving Council priorities in terms of the aims for development in terms of requirements which represent a cost to developers<sup>1</sup>, and hence a potential constraint to development.

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

28.13. The key areas of flexibility within the Core Strategy are:

- **Meeting housing needs**
  - delivery of the housing programme is aimed at meeting the needs of the community in terms of location, quality, mix and affordability
  - the Housing Reserve policy allows for residential development on selected sites if certain trigger points are reached and conditions satisfied
  - identification of strategic Greenfield locations, rather than sites, allows changing housing and community needs to be reflected in future detailed planning requirements
- **Encouraging a healthy economy**
  - an indicative jobs target allows businesses to adapt to changing market conditions
  - the B-Class employment land floorspace targets are long term and so can be adjusted if there are significant changes in the structure of the economy
  - there is broad support for development that helps to achieve sustainable economic growth, that aids the transition to a low carbon economy and for a green energy centre at Maylands business area – the detailed planning requirements are left to later DPDs
- **Encouraging sustainable developments**
  - the Sustainable Design and Construction policy relates to national guidance, allowing for adaptation to future changes
  - there is the option of paying into the Carbon Offset fund where development cannot meet requirements on site
- **Development viability**
  - The viability of development schemes will be tested on the basis of an open book financial appraisal and quantified using an agreed viability toolkit. The information presented in the Developer Contributions SPD and the IDP will be used to ensure a consistent approach.
- **Local approach**
  - the evidence takes a spatial approach to assessing needs and capacities within the borough which can be updated as appropriate
  - the availability of infrastructure capacity will play a major role in determining the phasing and exact location of future development

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<sup>1</sup> For example developer contributions, affordable housing and meeting sustainable design and construction policies.



- **Holding sites in reserve / Retaining optional sites**
  - Reserve housing and education sites are identified for future use if required

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

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

- Policy CS17 (Housing Programme) includes a commitment from the Council to increase the supply of deliverable housing land if the rate of housing completions is particularly low, and evidence shows that recovery of the situation is unlikely. In this instance the Council may release one of the Strategic Housing Locations.
- The release of one or more of the Strategic Housing Locations will also be linked to infrastructure capacities. If the development of a site, and associated infrastructure would help to alleviate some pressure on the existing infrastructure network then it may be released for development in accordance with Policy CS6 (Land Reserve). However, if the development of a site would cause insurmountable problems for existing infrastructure its release will either be until the issues are resolved.
- The Site Allocations DPD will include some reserve sites for two form entry Primary Schools at Hemel Hempstead, which will be released for development if and when required.
- The education zone designated at Berkhamsted defines the areas of search for two new primary schools to be built. These sites will both be capable of accommodating a two form entry school, but will operate as one form entry schools until more capacity is required.

## 29. Infrastructure

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

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

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

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

### Infrastructure Requirements

29.3. An audit of the infrastructure required to deliver the Core Strategy is provided by two pieces of technical work: the Hertfordshire Infrastructure and Investment Strategy<sup>2</sup> (HIIS) and the Dacorum Infrastructure Delivery Plan<sup>3</sup> (IDP).

29.4. The IDP is a detailed assessment of the infrastructure needs of Dacorum, and provides an indication of the specific requirements for the different types of infrastructure. The information is based first on the future plans and service requirements of infrastructure providers, and second according to standard provision rates. It is calculated according to two different scenarios for additional dwellings. The Council will work towards the effective implementation of the IDP, which will be updated and amended on an annual basis.

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<sup>2</sup> Hertfordshire Infrastructure and Investment Strategy. Atkins, October 2009

<sup>3</sup> Dacorum Infrastructure Delivery Plan. URS, \*\*DATE\*\*

- 29.5. The evidence collected by the HIIIS and IDP has been used to produce Table Z, Appendix 6, which is a schedule of the key items of infrastructure necessary to successfully deliver the Core Strategy. A more detailed list of infrastructure requirements for each settlement is given in the IDP.
- 29.6. Where allocated sites/locations generate specific infrastructure requirements these are outlined in the DPDs that address the sites, for example the Site Allocations DPD, the East Hemel Hempstead AAP and master plans developed to guide the development of various sites.

### **Developer Contributions**

- 29.7. Because new development creates new infrastructure demands it is logical that developers should contribute towards improvements to existing, or provision of new infrastructure.
- 29.8. Planning conditions, obligations, tariffs or other measures will be used to ensure that developers make appropriate contributions towards the infrastructure required to support their development. These contributions will be used to mitigate the impacts of development; and provide infrastructure to support that development. Where appropriate pooled contributions will be used address the cumulative impact of development proposals.
- 29.9. The precise amount that a developer is expected to contribute towards infrastructure is set out in a separate charging schedule in the Developer Contributions SPD or subsequent LDD. The SPD considers how much and what kind of infrastructure is required to support the level of development, and its location, within the Core Strategy. This is balanced against the demands created by different types of development and the varying land values throughout the borough to give different tariff rates for developer contributions according to the type and location of development. The SPD sets out the contributions required to provide the supporting local and strategic infrastructure.
- 29.10. The necessary on-site infrastructure requirements must be met in addition to the developer contributions sought through the SPD.
- 29.11. If a development is rendered unviable by the combined demands of the policies that impose a cost on developers, a lower level of financial contribution towards the local and strategic infrastructure may be acceptable. This approach will be applied as an exception, where the development is necessary for the delivery of the Core Strategy and the key infrastructure required for its support is provided.
- 29.12. Affordable housing is a type of social infrastructure and as such its provision will be required by Policy CS34 below in line with Policy CS19 Affordable Housing.

### **Policy CS34: Infrastructure and Developer Contributions**

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

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

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

The strategic and local infrastructure, towards which contributions are required, is set out in the Infrastructure Delivery Plan. The infrastructure requirements arising from the development of allocated sites will be set out in the relevant Development Plan Document.

Financial contributions for local and strategic infrastructure will be sought in accordance with a charging schedule contained in a Developer Contributions LDD. Contributions may be pooled and will be used to ensure that the necessary infrastructure is in place to support development.

#### **Monitoring:**

<b>Indicator</b>	<b>Target</b>
**To be added**	**To be added**

## 30. Monitoring

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

# Appendix 1

## Appendix 1: Schedule of Superseded Policies

Superseded		Replaced By
<b>SUSTAINABLE DEVELOPMENT OBJECTIVES</b>		
Policy 1	Sustainable Development Framework	All
<b>DEVELOPMENT STRATEGY</b>		
Policy 2	Towns	Policy CS1 Distribution of Development
Policy 3	Large Villages	Policy CS1 Distribution of Development
Policy 4	The Green Belt	Policy CS4 The Green Belt
Policy 5	Major Developed Sites in the Green Belt	Policy CS4 The Green Belt
Policy 6	Selected Small Villages in the Green Belt	Policy CS5 Selected Small Villages in the Green Belt
Policy 7	The Rural Area	Policy CS7 Rural Area
Policy 8	Selected Small Villages in the Rural Area	Policy CS1 Distribution of Development Policy CS2 Location of Development Policy CS7 Rural Area
<b>URBAN STRUCTURE</b>		
Policy 9	Land Use Division in Towns and Large Villages	Policy CS3 Land Use Division in Towns and Large Villages
<b>DEVELOPMENT CONTROL</b>		
Policy 11	Quality of Development	Policy CS4 Green Belt Policy CS7 Rural Area Policy CS8 Sustainable Transport Policy CS9 Management of Roads Policy CS10 Quality of Settlement Design Policy CS11 Quality of Neighbourhood Design Policy CS12 Quality of Site Design Policy CS13 Quality of the Public Realm Policy CS25 Landscape Character Policy CS26 Green Infrastructure Policy CS27 Quality of the Historic Environment Policy CS29 Sustainable Design and Construction Policy CS31 Water Management Policy CS32 Pollution Control
<b>HOUSING</b>		
Policy 14	Housing Strategy	Policy CS17 Housing Programme
Policy 16	Supply of New Housing	Policy CS17 Housing Programme

Policy 17	Control Over Housing Land Supply	Policy CS17	Housing Programme
Policy 20	Affordable Housing	Policy CS19	Affordable Housing
Policy 25	Affordable Housing in the Green Belt and Rural Area	Policy CS4	Green Belt
		Policy CS5	Selected Small Villages in the Green Belt and Rural Area
		Policy CS6	Land Reserve
		Policy CS7	Rural Area
		Policy CS19	Affordable Housing
<b>EMPLOYMENT</b>			
Policy 29	Employment Strategy and Land Supply	Policy CS14	Economic Development
		Policy CS15	Office, Research, Industry, Storage and Distribution
Policy 30	Control of Floorspace on Employment Land	Policy CS14	Economic Development
		Policy CS15	Office, Research, Industry, Storage and Distribution
Policy 35	Land at North East Hemel Hempstead	Policy CS1	Distribution of Development
		Policy CS14	Economic Development
		Policy CS15	Office, Research, Industry, Storage and Distribution
Policy 36	Provision for Small Firms	Policy CS15	Office, Research, Industry, Storage and Distribution
<b>SHOPPING</b>			
Policy 38	The Main Shopping Hierarchy	Policy CS3	Land Use Division in Towns and Large Villages
		Policy CS15	Office, Research, Industry, Storage and Distribution
Policy 39	Uses in Town and Local Centres	Policy CS3	Land Use Division in Towns and Large Villages
		Policy CS16	Shops and Commerce
Policy 40	The Scale of Development in Town and Local Centres	Policy CS1	Distribution of Development
		Policy CS8	Sustainable Transport
		Policy CS9	Management of Roads
		Policy CS10	Quality of Settlement Design
		Policy CS11	Quality of Neighbourhood Design
		Policy CS12	Quality of Site Design
		Policy CS14	Economic Development
		Policy CS15	Office, Research, Industry, Storage and Distribution



Policy 41	New Shopping Development in Town and Local Centres	Policy CS1	Distribution of Development
		Policy CS8	Sustainable Transport
		Policy CS14	Economic Development
		Policy CS15	Office, Research, Industry, Storage and Distribution
<b>TRANSPORT</b>			
Policy 49	Transport Planning Strategy	Policy CS8	Sustainable Transport
		Policy CS9	Management of Roads
Policy 50	Transport Schemes and Safeguarding of Land	Policy CS9	Management of Roads
Policy 52	The Road Hierarchy	Policy CS9	Management of Roads
Policy 53	Road Improvement Strategy	Policy CS9	Management of Roads
<b>SOCIAL AND COMMUNITY FACILITIES</b>			
Policy 67	Land for Social and Community Facilities	Policy CS23	Social Infrastructure
Policy 68	Retention of Social and Community Facilities	Policy CS23	Social Infrastructure
Policy 70	Social and Community Facilities in New Developments	Policy CS23	Social Infrastructure
<b>LEISURE AND TOURISM</b>			
Policy 72	Land for Leisure	Policy CS2	Location of Development
		Policy CS23	Social Infrastructure
Policy 88	Arts, Cultural and Entertainment Facilities	Policy CS23	Social Infrastructure
		Policy C13	Quality of the Public Realm
Policy 89	Dual Use and Joint Provision of Leisure Facilities	Policy CS23	Social Infrastructure
<b>ENVIRONMENT</b>			
Policy 96	Landscape Strategy	Policy CS24	Chilterns Area of Outstanding Natural Beauty
		Policy CS25	Landscape Character
		Policy CS26	Green Infrastructure
Policy 98	Landscape Regions	Policy CS25	Landscape Character
Policy 107	Development in Areas of Flood Risk	Policy CS31	Water Management
Policy 114	Historic Parks and Gardens	Policy CS25	Landscape Character
		Policy CS27	Quality of the Historic Environment
Policy 115	Works of Art	Policy CS13	Quality of the Public Realm
Policy 117	Areas of Special Restraint	Policy CS6	Land Reserve
Policy 122	Energy Efficiency and Conservation	Policy CS12	Quality of Site Design
		Policy CS28	Renewable Energy
		Policy CS29	Sustainable Design and Construction
		Policy CS30	Carbon Offset Fund
Policy 123	Renewable Energy	Policy CS28	Renewable Energy

	Policy CS29 Sustainable Design and Construction Policy CS30 Carbon Offset Fund
Policy 124 Water Conservation and Sustainable Drainage Systems	Policy CS31 Water Management
<b>MONITORING AND IMPLEMENTATION</b>	
Policy 130 Monitoring of the Plan	-
<b>PART 4</b>	
Hemel Hempstead Town Centre Strategy	Hemel Hempstead Place Strategy Policy CS33 Hemel Hempstead Urban Design Principles
Berkhamsted Town Centre Strategy	Berkhamsted Place Strategy
Tring Town Centre Strategy	Tring Place Strategy

# **Appendix 2**

(To follow)

# **Appendix 3**

(To follow)

# Appendix 4

## Appendix 4: Delivery Mechanism of the Vision and Strategic Objectives

**Table A: Delivery of the Strategic Objectives**

Strategic Objective	Policy(ies)	Delivery mechanisms
To promote a high quality of life and a sustainable future for Dacorum.*	All policies in the Core Strategy work towards achieving these objectives.	All delivery mechanisms work towards achieving these objectives
To mitigate and adapt to the impacts of climate change.*		
To promote social inclusion and diversity and reduce inequalities.*		
To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel by car.	CS1 Distribution of Development CS2 Location of Development CS5 Selected Small Villages in the Green Belt CS8 Sustainable Transport CS9 Management of Roads	<ul style="list-style-type: none"> <li>• Application of national planning guidance and development management</li> <li>• Planning applications, appeals, and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working</li> <li>• Working with the Highway Authority</li> <li>• Local Transport Plan</li> <li>• Urban Transport Plans</li> <li>• Accessibility Zones and Car Parking Standards</li> </ul>

\* These three objectives are 'cross-cutting' i.e. they will not be achieved solely through the implementation of the Sustainable Development Strategy policies, but through the combined effect of all policies within the Core Strategy.

<p>To promote Hemel Hempstead as the focus of the Borough for homes, jobs and strategic services, reinforcing the role of the neighbourhoods in the town.</p>	<p>CS1 Distribution of Development  CS2 Location of Development  CS14 Economic Development  CS16 Shops and Commerce  CS33 Hemel Hempstead Town Centre Design Principles</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals, and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Marlowes Shopping Zone Improvements Plan</li> </ul>
<p>To conserve and enhance the function and character of the market towns, villages and countryside.</p>	<p>CS1 Distribution of Development  CS2 Location of Development  CS3 Land Use Division in Towns and Large Villages  CS4 Green Belt  CS5 Selected Small Villages in the Green Belt  CS7 Rural Area  CS14 Economic Development  CS15 Office, Research, Industry, Storage and Distribution  CS16 Shops and Commerce  CS24 The Chilterns Area of Outstanding Natural Beauty  CS25 Landscape Character  CS26 Green Infrastructure  CS27 Quality of the Historic Environment</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals, and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working</li> <li>• Hemel Hempstead Town Centre Masterplan</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Conservation Area Appraisals which precedes the Historic Environment SPD</li> <li>• Reviewing and maintaining inventories of historic assets</li> <li>• ‘3 Step Approach to Successful Design’</li> </ul>

<p>To ensure the effective use of existing land and previously developed sites.</p>	<p>CS2 Location of Development  CS3 Land Use Division in Towns and Large Villages  CS17 Housing Programme</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals, and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• Partnership working</li> <li>• Council's Housing Strategy?</li> <li>• Master Plans for Strategic Housing Sites</li> </ul>
<p>To create safe and attractive environments through high quality design.</p>	<p>CS5 Selected Small Villages in the Green Belt  CS10 Quality of Settlement Design  CS11 Quality of Neighbourhood Design  CS12 Quality of Site Design  CS13 Quality of the Public Realm  CS24 The Chilterns Area of Outstanding Natural Beauty),  CS25 Landscape Character  CS26 Green Infrastructure  CS27 Quality of the Historic Environment  CS33 Hemel Hempstead Town Centre Design Principles</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals, and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> <li>• '3 Step Approach to Successful Design'</li> <li>• Car Parking Standards and Character Area Appraisals.</li> <li>• Urban Design Assessment SPD, which will replace Residential Character Area Appraisals.</li> <li>• Conservation Area Appraisals which precedes the Historic Environment SPD</li> <li>• Development Briefs and other master planning documents.</li> <li>• Marlowes Shopping Zone Improvements Plan</li> </ul>



		<ul style="list-style-type: none"> <li>• Reviewing and maintaining inventories of historic assets</li> <li>• Working with the Highway Authority</li> <li>• Spatial Strategies</li> </ul>
Promote a vibrant and prosperous economy	<p>CS14 Economic Development  CS15 Office, Research, Industry, Storage and Distribution  CS16 Shops and Commerce  CS33 Hemel Hempstead Town Centre Design Principles</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Hemel Hempstead Town Centre Masterplan SPD</li> </ul>
To strengthen confidence in Hemel Hempstead's role as a thriving sub-regional business centre and shopping hub.	<p>CS14 Economic Development  CS15 Office, Research, Industry, Storage and Distribution  CS16 Shops and Commerce  CS33 Hemel Hempstead Town Centre Design Principles</p>	<ul style="list-style-type: none"> <li>• Development Management DPD</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Partnership working</li> <li>• Marlowes Shopping Zone Improvements Plan</li> </ul>
To develop the Maylands Business Park as a leader of "green enterprise".	<p>CS14 Economic Development  CS28 Renewable Energy</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals and developer contributions.</li> <li>• Use of the carbon compliance tool</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Hertfordshire and Dacorum Economic Development Strategies</li> <li>• Partnership working</li> </ul>

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

<p>range of social, leisure and community facilities and services.</p>	<p>Villages CS23 Social Infrastructure</p>	<p>developer contributions.</p> <ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working with Herts County Council and external agencies</li> <li>• Spatial Strategies</li> </ul>
<p>To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment.</p>	<p>CS4 Green Belt CS5 Selected Small Villages in the Green Belt CS7 Rural Area CS10 Quality of Settlement Design CS11 Quality of Neighbourhood Design CS12 Quality of Site Design CS13 Quality of the Public Realm CS24 The Chilterns Area of Outstanding Natural Beauty CS25 Landscape Character CS26 Green Infrastructure CS27 Quality of the Historic Environment</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Conservation Area Appraisals which precedes the Historic Environment SPD</li> <li>• Urban Design Assessment SPD, which will replace Residential Character Area Appraisals.</li> <li>• Partnership working</li> <li>• Spatial Strategies</li> <li>• Use of Landscape Character Assessments and Historic Landscape Characterisation</li> <li>• Implementation of Green Infrastructure and Green Space Strategies and national and local Biodiversity Action Plan Objectives</li> <li>• Supporting delivery of the Management Plan for the Chilterns Area of Outstanding Natural Beauty</li> <li>• Use of the Chilterns Buildings Design Guide and associated Technical Notes</li> <li>• Reviewing and maintaining inventories of</li> </ul>

		<p>historic assets</p> <ul style="list-style-type: none"> <li>• '3 Step Approach to Successful Design'</li> <li>• Car Parking Standards and Character Area Appraisals.</li> </ul>
<p>To promote the use of renewable resources, protect natural resources and reduce waste.</p>	<p>CS28 Renewable Energy  CS29 Sustainable Design &amp; Construction  CS30 Carbon Offset Fund  CS31 Water Management  CS32 Pollution Control</p>	<ul style="list-style-type: none"> <li>• Use of a Sustainability Statement and carbon compliance tool</li> <li>• Planning applications and appeals</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Site Allocations DPD</li> <li>• SPD or Development Management Policy to set out a framework for the Carbon Offset Fund</li> <li>• The monitoring and standards set by external agencies</li> <li>• Compliance with Building regulations</li> <li>• Joint working with Council's Energy Conservation team and the Home Energy Conservation Association (HECA).</li> </ul>
<p>To protect people and property from flooding.</p>	<p>CS29 Sustainable Design &amp; Construction  CS31 Water Management</p>	<ul style="list-style-type: none"> <li>• Use of a Sustainability Statement</li> <li>• Planning applications and appeals</li> <li>• Development Management DPD</li> <li>• Help and guidance from Water Authorities and the Environment Agency</li> <li>• The monitoring and standards set by external agencies</li> </ul>
<p>To minimise the effects of pollution on people</p>	<p>CS29 Sustainable Design &amp; Construction  CS32 Pollution Control</p>	<ul style="list-style-type: none"> <li>• Use of a Sustainability Statement</li> <li>• Planning applications and appeals</li> </ul>

<p>and the environment.</p>		<ul style="list-style-type: none"> <li>• Development Management DPD</li> <li>• Air quality monitoring undertaken across the borough</li> <li>• The monitoring and standards set by external agencies</li> <li>• Help and guidance of Countryside Management Services and other similar organisations</li> </ul>
<p>To co-ordinate the delivery of new infrastructure with development.</p>	<p>CS2 Location of Development  CS23 Social Infrastructure  CS34 Infrastructure and Developer Contributions</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working with Herts County Council and external agencies</li> </ul>
<p>To ensure that all development contributes appropriately to local and strategic infrastructure requirements.</p>	<p>CS2 Location of Development  CS23 Social Infrastructure  CS34 Infrastructure and Developer Contributions</p>	<ul style="list-style-type: none"> <li>• Planning applications, appeals and developer contributions.</li> <li>• Site Allocations DPD</li> <li>• East Hemel Hempstead AAP</li> <li>• Development Management DPD</li> <li>• Partnership working with Herts County Council and external agencies</li> </ul>



# **Appendix 5**

(To follow)

# Appendix 6



# Glossary

<b>AAP</b>	Area Action Plan – provides a planning framework for areas of change and areas of conservation
<b>Affordable Housing</b>	Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices. Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision'. (PPS3: Housing 2006)
<b>AMR</b>	Annual Monitoring Report – monitors the Local Development Framework and its key policies and proposals. Information in this document will show trends and highlight possible problem areas which future changes to planning policy will seek to address
<b>AONB</b>	Area of Outstanding Natural Beauty - Dacorum Borough includes part of the Chilterns AONB. This is a precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard it. The AONB is managed by the Chilterns Conservation Board.
<b>AQMA</b>	Air Quality Management Area – a defined area within which air quality standards or objectives are not being achieved.
<b>Building Research Establishment Environmental Assessment Methods (BREEAM)</b>	A tool to measure the sustainability, design, transport and environmental qualities of buildings, produced by the Research Establishment. BRE Ecohomes applies BREEAM to housing and this work has now been formed into the Code for Sustainable Homes.
<b>Community Infrastructure Levy (CIL)</b>	A new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it.
<b>Code for Sustainable Homes (CSH)</b>	The Code is a single national standard to guide industry in the design and construction of sustainable homes. It is a means of driving continuous improvement, greater innovations and exemplary achievement in sustainable home building. The

	design categories included within the code are: energy/CO, pollution, water, health and well-being, materials, managements, surface water, run-off, ecology & waste. The code introduces minimum standards for energy and water efficiency at every level of the Code, therefore requiring high levels of sustainability performance in these areas for achievement of a high Code rating. All new homes are required to be assessed against the Code
<b>Conservation Area</b>	Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
<b>Conservation Area Appraisals (CAA)</b>	
<b>Dacorum Borough Local Plan (DBLP)</b>	This current adopted Local Plan for Dacorum Borough used to determine planning applications. Only some of the policies have been saved for use. The DBLP will be replaced gradually by the Local Development Framework
<b>DCLG</b>	Department for Communities and Local Government - the department with responsibility for planning and local government. It replaced the former Office of the Deputy Prime Minister in May 2006
<b>DPD</b>	Development Plan Document – a collective term for the statutory development plan parts of the Local Development Framework, including the core strategy, allocated sites, and general policies documents
<b>Environmental Stewardship</b>	Is an agri-environment scheme run by Natural England that provides funding to farmers and other land managers who deliver effective environmental management on their land. It is intended to build on the recognised success of the Environmentally Sensitive Areas Scheme and the Countryside Stewardship Scheme.
<b>Evidence Base</b>	The process of producing a LDF firstly requires the assembly of an evidence base. The evidence base consists of studies, plans and strategies produced by the Council and other organisations.
<b>GOEast</b>	Government Office for the East of England – represents central government in the East of England, particularly the Departments of Communities and Local Government; Education and Skills; Trade and Industry; Transport; Culture, Media and Sport; Environment, Food and Rural Affairs; and the Home Office.
<b>Green Belt</b>	AN area of open land where strict planning controls apply in

	order, in particular, to check the further growth of a large built-up area. Designated in a development plan.
<b>Greenfield Land</b>	Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time (opposite of <i>brownfield</i> land). Applies to most land outside the built-up area boundaries.
<b>Gypsies and Travellers</b>	<p>Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently. The definition excludes travelling showpeople.</p> <p>A pitch is the space occupied by one family or household: it may accommodate one or more caravans.</p> <p><i>Planning for Gypsy and Traveller Caravan Sites - ODPM Circular 01/2006</i></p>
<b>Horseyculture</b>	The introduction of buildings or structures related to the pasturing or exercising of horses, both for private recreational and commercial purposes.
<b>Issues and Options</b>	The first formal stage of consultation on a Development Plan Document, in which the key issues and options relating to the document are set out within the context of government guidance and policy.
<b>LDD</b>	Local Development Document – a collective term for any documents that make up the Local Development Framework. This includes development plan documents and supplementary planning documents
<b>LDF</b>	Local Development Framework – an umbrella term for all documents which make up the new local planning policy context
<b>LDS</b>	Local Development Scheme – the detailed timetable and project plan showing all documents that are to be produced to make up the Local Development Framework
<b>Lifetime Homes Standard</b>	Ordinary homes are designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households
<b>Listed Building</b>	A building included in a list compiled or approved by the Secretary of State. It includes any object or structure fixed to

	the building and any object structure within the cartilage of the building which, although not fixed to the building, formed part of the land and has done so since July 1948
<b>LNR</b>	Local Nature Reserves-
<b>LSP</b>	Local Strategic Partnership - The Dacorum LSP is a partnership of public and private organisations and community groups. One of its main tasks is to prepare and implement the Sustainable Community Strategy.
<b>LTP</b>	Local Transport Plan- The transport strategy prepared by the local transport authority, i.e. Hertfordshire County Council
<b>PCT</b>	Primary Care Trusts - cover all parts of England and receive budgets directly from the Department of Health. Since April 2002, PCTs have taken control of local health care while strategic Health Authorities monitor performance and standards. The PCT for Dacorum Borough is NHS Hertfordshire.
<b>PDL</b>	Previously Developed Land which is or was occupied by a permanent structure (excluding agricultural land or forestry buildings) – see Annex B of PPS 3.
<b>PPG</b>	Planning Policy Guidance notes - a series of documents setting out the Government's national policy and advice on planning issues such as housing, transport, conservation etc
<b>PPS</b>	Planning Policy Statement – guidance documents that replace PPGs
<b>RSL</b>	Registered Local Landlord's are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and co-operatives, and work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent
<b>RSS</b>	Regional Spatial Strategy – part of the Development Plan which provides a broad development strategy for the region for a fifteen to twenty year period.
<b>SA</b>	Sustainability Appraisal – an appraisal of local development documents against their environmental, social and economic impacts
<b>Saved Policy</b>	Local Plan policies that remain in use for town planning purposes until they are replaced by an Adopted Development Plan Document, such as the Core Strategy of General Development Management policies. The Core Strategy Appendix will set out which Local Plan policies are replaced by those of the Core Strategy.

<b>Sequential Approach</b>	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites or town centre retail sites before out-of-town retail sites.
<b>Statement Of Community Involvement (SCI)</b>	A document that sets out how the Council will involve the community and other stakeholders in the production of the Local Development Framework, planning applications and conservation areas. The Council's SCI was adopted in October 2006.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	A key component of the evidence base to support the sufficient land for housing to meet the community's need for more homes. The SHLAA is an assessment to identify the land for housing and assess the deliverability and developability of sites. These assessments are required by national planning policy, set out in the Planning Policy Statement 3: <i>Housing</i> (PPS3)
<b>Supplementary Planning Document (SPD)</b>	More detailed planning guidance to supplement what is in the development plan documents. These are part of the LDF.
<b>Sustainable Community Strategy</b>	Produced by the Local Strategic Partnership (LSP) for either a district or county area, the SCS sets out a long term vision for an area, backed up by action plans to achieve it. The Bucks Strategic Partnership (BSP) is the LSP for the Buckinghamshire area, bring together public and private organisations (Councils, PCT, Police, Fire, Voluntary and Private Sectors) under an agreement to co-operate in improving life in Buckinghamshire. The Bucks Strategic Partnership oversees the Buckinghamshire Local Area Agreement- a commitment by partners in Buckinghamshire to deliver a high level of service and meet set targets (agreed by Government) through joint working.
<b>Sustainable Drainage Systems (SuDS)</b>	A key part of a managing and reducing flood risk on a site or area. SuDS are a range of approaches to surface water drainage management including: Source control measures including rainwater recycling and drainage; Infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities; Filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns; Filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; and

	Basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding
<b>Tandem Development</b>	The positioning of usually one (but sometimes more) new houses behind an existing dwelling and sharing access arrangements.
<b>Travelling Showpeople</b>	<p>Members of the group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.</p> <p>A plot means a pitch for travelling showpeople. A plot may need to incorporate space for the storage and maintenance of equipment. A pitch can be defined as the area of land for which a site licence is paid.</p> <p><i>Planning for Travelling Showpeople - CLG Circular 04/2007</i></p>