

**PART B**

# **THE STRATEGY**

# **The Sustainable Development Strategy**

# The Sustainable Development Strategy

## Strategic Objectives

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

## 9. Promoting sustainable development

### How have we got to this point?

Your consultation responses have told us that you support the principle of placing sustainable development at the heart of the Core Strategy and that you also support the outlined approach to the distribution of development. This focuses most new development at Hemel Hempstead. It also distinguishes between the towns, the villages and countryside, so as to conserve the different aspects of their character.

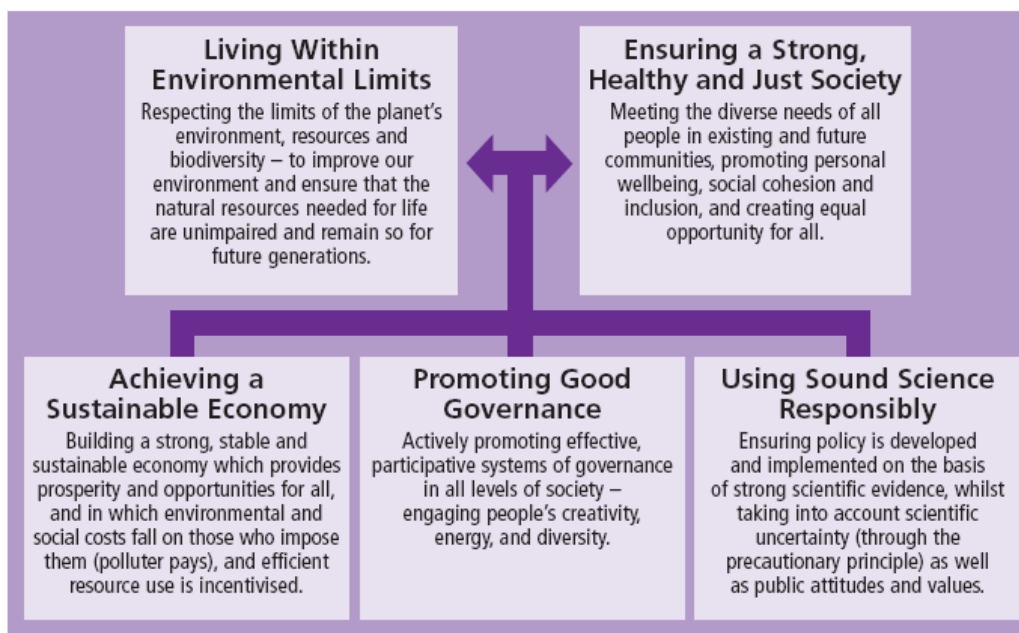
- 9.1 The Sustainable Development Strategy sets out the over-arching approach towards development within Dacorum. It establishes where new development will be located and how it will be accessed and designed in order to contribute positively to the appearance and distinctiveness of the area and help promote sustainable development.

9.2 Contributing to the achievement of sustainable development is a statutory objective of the planning system<sup>1</sup>. The UK's Sustainable Development Strategy – Securing the Future (2005) has defined the goal of sustainable development as being:

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

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

**Figure 9: Principles of Sustainable Development**

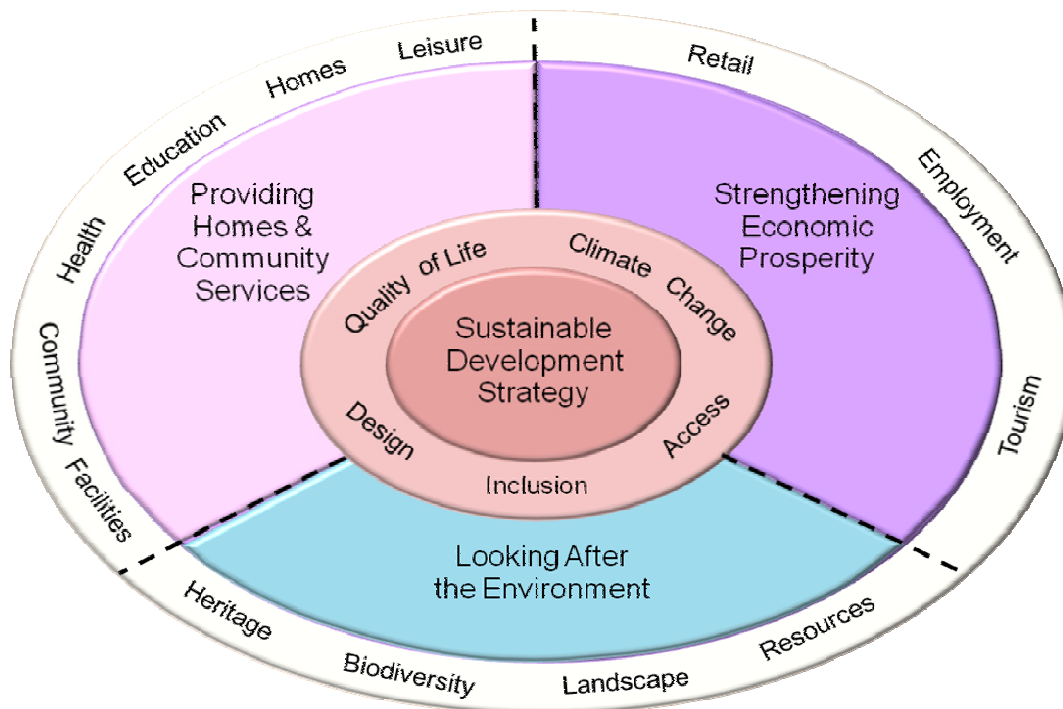


Source: *The UK's Sustainable Development Strategy – Securing the Future (2005)*

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

<sup>1</sup> Planning Policy Statement 1: Delivering Sustainable Development, January 2005.

**Figure 10: Structure of the Core Strategy**



- 9.5 There is no specific policy on sustainable development, as its goals can only be achieved through the combined effects of the whole Local Development Framework, together with other public, private and voluntary sector initiatives. The relative sustainability of development schemes will be assessed through Sustainability Statements required in support of most planning applications. The scope and content of these Sustainability Statements is set out in an Advice Note<sup>2</sup>.
- 9.6 Sustainability Appraisal (incorporating Strategic Environmental Assessment) has been used to help identify issues, test options and identify the final approach to development that forms the basis of this strategy. By monitoring the baseline indicators that form part of this Sustainability Appraisal, the performance of the whole Core Strategy in delivering the goal of sustainable development can be assessed.

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<sup>2</sup> Achieving Sustainable Development Through Sustainability Statements – Advice Note, January 2006.

## The Distribution of Development

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



*Increasing levels of  
development constraint*

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

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

- 9.10 The approach to settlements within each category of the settlement hierarchy will not be exactly the same. Some will be subject to greater constraints or have greater development opportunities than others.
- 9.11 Detailed objectives and requirements for each of the towns and large villages, and for the wider countryside, are set out under the individual Place Strategies (sections 20 to 27). All development is expected to contribute positively to the visions, objectives and strategies for these places.
- 9.12 Detailed land use policies apply separately to the towns and large villages and to the countryside (Policy CS4 and Policies CS5-7 respectively).

## **Policy CS1: Distribution of Development**

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

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

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

**Any new development should:**

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

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

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

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



## Monitoring:

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

### Delivery will be achieved by:

- designation of specific sites through the Site Allocations DPD and East Hemel Hempstead Area Action Plan DPD;
- detailed policies in the Development Management DPD. Implementation of the Hemel 2020 initiative;
- implementation of the Place Strategies; and
- implementation and monitoring of the Infrastructure Delivery Plan (IDP).

## The Location and Management of Development

- 9.13 While the settlement hierarchy guides the distribution of development, it is also important to adopt a sequential approach to guide the choice of sites at each place. This is particularly important in order to maintain a supply of housing land. The sequential approach will be used for allocating sites in the Site Allocations Development Plan Document. It will also provide a framework against which the suitability of any major new windfall site can be judged during the plan period.
- 9.14 In all locations the emphasis will be optimising the effective use of existing land and previously developed sites within settlements, provided that this respects local character. When it is clear that this will not provide sufficient development capacity, consideration will be given to suitably located extensions to settlements.
- 9.15 Extensions to settlements are locally determined and address particular local issues and needs. They are local allocations to be used as and when necessary, taking full account of local infrastructure and requirements. Their location, broad extent and key development requirements are set out in the relevant Place Strategies (see sections 20 to 27). Detailed site boundaries and the precise mix of housing and other supporting uses will be established through the Site Allocations DPD.
- 9.16 The sequential approach (in Policy CS2) identifies land within defined settlements as providing most of the supply of development sites. These will be defined and elaborated in the Site Allocations DPD, and for East Hemel Hempstead in an Area Action Plan (AAP). The exceptions are:
- Durrants Lane / Shootersway (Egerton Rothesay School), Berkhamsted; and
  - Hicks Road, Markyate.

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

## **Policy CS2: Selection of Development Sites**

**Development sites will be chosen in accordance with the following sequential approach:**

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

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

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

**The development of any of these sites must:**

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

## **Policy CS3: Managing Selected Development Sites**

**Local allocations will be held in reserve and managed as countryside<sup>3</sup> until needed.**

**Their release for development will be guided by:**

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

**Release may be required earlier than intended if there is no five year housing land supply as set out in Policy CS17.**

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<sup>3</sup> i.e. Green Belt or Rural Area, as appropriate.

## Monitoring:

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

### Delivery will be achieved by:

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

## The Towns and Large Villages

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

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

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

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

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

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

## **Policy CS4: The Towns and Large Villages**

**Development will be guided to the appropriate areas within settlements.**

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

**In General Employment Areas appropriate employment generating development is encouraged.**

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

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

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

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

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

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

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

### **Monitoring:**

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

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

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

## **The Countryside**

- 9.21 National guidance sets out the Government's aim of protecting the countryside for the sake of its intrinsic character and beauty, the diversity of its landscape, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all. The designation of the nationally important Chilterns Area of Outstanding Natural Beauty provides an additional reason to manage development within parts of Dacorum (see Policies CS24 and CS25).
- 9.22 The countryside is an important part of the borough's heritage and is enjoyed by both residents and visitors. It is an area where primarily open uses such as farming and forestry should flourish. It is home and workplace to a diverse community in whose care the long-term future of the countryside rests. Development must be controlled to secure that future and prevent damage to the intrinsic quality and purpose of the countryside.
- 9.23 The scale of the pressure upon the countryside varies across the borough, but it is particularly acute on the urban fringe. The key role of the countryside on the edge of the towns and large villages is summarised below:
- **Hemel Hempstead** – to maintain the New Town's physical separation from a number of smaller villages and hamlets on its periphery and to protect the Gade and Bulbourne valleys, which provide a strong landscape setting for the town.
  - **Berkhamsted** – to prevent coalescence of Berkhamsted with Bourne End and Dudswell and retain the town's unique valley setting.
  - **Tring** – to provide the town with clearly defined boundaries, with Icknield Way in the north, the Pendley Estate to the east, the edge of the Chilterns Area of Outstanding Natural Beauty in the south. The countryside also provides a buffer between the town and new development around Aylesbury to the north west.
  - **Bovingdon** – to help protect the character of the village and provide a strong physical buffer between the village and Hemel Hempstead.
  - **Kings Langley** – to help protect the character of the village, prevent coalescence with Hemel Hempstead and stop the village from becoming an outer suburb of Watford.
  - **Markyate** – to protect the Ver Valley, which provides the setting for the village and creates a green buffer separating it from the large and expanding towns of Dunstable and Luton to the north.
- 9.24 Some development will however be required within the countryside. In order to ensure that rural communities continue to thrive there may be the need for rural exceptions sites to provide affordable housing (see section 15). The location of these sites will be considered through the Site Allocations DPD.

- 9.25 The re-use of appropriate rural buildings and other small-scale development will also be permitted where it supports the rural economy and helps maintain the wider countryside.
- 9.26 Further detail on the Council's approach to the countryside is set out in the Countryside Place Strategy (section 27).

### **Green Belt:**

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

**Table 2: Major Developed Sites in the Green Belt**

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

**Policy CS5: Green Belt**

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

Small-scale development will be permitted:

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

provided that:

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

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

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

**Monitoring:**

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

**Delivery will be achieved by:**

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

### **Selected small villages within the Green Belt:**

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

#### **Policy CS6: Selected Small Villages in the Green Belt**

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

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

**Each development must:**

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



### Monitoring:

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

### Delivery will be achieved by:

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

### Rural Area:

- 9.35 The Rural Area lies beyond the Metropolitan Green Belt. Whilst its role is different from the Green Belt, the pressures it faces are comparable and in order to retain its open character, development must be controlled in a similar way.
- 9.36 The largest settlements within the Rural Area are Aldbury, Long Marston and Wilstone. They provide homes for several hundred people and contain important services and facilities which need to be maintained. These villages are the most suitable locations for small-scale, sensitively designed development that meets the long-term needs of the rural community and wider countryside. The identification of local needs will be informed by village appraisals.

### Policy CS7: Rural Area

#### Within the Rural Area, the following uses are acceptable:

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

#### Small-scale development will be permitted:

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

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

**Monitoring:**

<b>Indicator</b>	<b>Target</b>
Residential and non-residential completions within the Rural Area.	-

**Delivery will be achieved by:**

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

**Question 3**

Do you support the approach to 'Promoting Sustainable Development' set out in Section 9?

**Yes/No**

If **not**, please state the policy(ies) and/or paragraph(s) you disagree with, giving your reasons:

Please also specify the changes you think should be made:

## 10 Enabling Convenient Access between Homes, Jobs and Facilities

### How have we got to this point?

Your consultation responses have told us that transport and accessibility of facilities are important considerations when planning new development.

- 10.1 Good communication links and well connected settlements underpin economic prosperity and social well being. The location of development is a critical aspect of accessibility and in delivering sustainable development, creating sustainable communities and tackling climate change. Employment and housing growth, and other development over the plan period therefore need to be brought forward in sustainable and accessible locations, and links to key destinations strengthened.
- 10.2 The private car provides personal mobility and will remain a central method of travel. It therefore needs to be planned for. However, the continuing freedom to use the car has significant costs to the environment (e.g. congestion, air quality, rat running, and carbon emissions) and the need to travel this way must be reduced.
- 10.3 National policy is no longer aimed at catering for the unrestrained growth of road traffic. Travel demand needs to be managed in a way that is more sustainable and delivers carbon reductions. This approach includes:
- reducing the need to travel (by both car and non-car mode);
  - managing existing road capacity;
  - carefully locating development so that it is accessible to all users;
  - controlling and managing new car parking spaces;
  - encouraging fewer car journeys;
  - promoting non-car travel; and
  - implementing Green Travel Plans.
- 10.4 A clear road hierarchy must be established that recognises appropriate levels of through movement and local access. The road hierarchy is shown on the Proposals Map and is divided into:
- main hierarchy (strategic/primary roads, main roads, and secondary distributor roads); and
  - local hierarchy (local distributor, local transition, local collector and local spur roads).
- 10.5 The East Hemel Hempstead Area Action Plan is specifically looking at improving the road hierarchy in and around the Maylands Business Park.

- 10.6 Realistic opportunities for travellers to make more sustainable transport choices such as walking, cycling or using passenger transport will be promoted. New development will be guided to more accessible locations that are well connected to a range of uses and integrated with other travel modes. This will help promote social inclusion, minimise the need to travel, reduce car dependency and enable us to adopt healthier and more environmentally friendly travel choices.
- 10.7 All major new development proposals should include a package of sustainable transport measures to reduce reliance on the private car. A Transport Assessment and comprehensive Travel Plan must accompany such schemes.
- 10.8 The impact of any development, either alone or cumulatively with other proposals, must be addressed through:
- providing new and improving existing pedestrian and cycle routes;
  - contributions towards strategic transport improvements;
  - implementing local highway works;
  - minimising private car parking through the availability of car clubs and pool cars; or
  - developing car free developments in the borough's most accessible locations.
- 10.9 The right infrastructure needs to be properly planned for locally over the plan period so that it is in place to meet the transport needs of those that travel within the borough. Physical measures can also be complemented by other (Smarter Choices) initiatives. They can help influence people's travel behaviour through increasing awareness and information, and in offering incentives as an alternative to using the car.
- 10.10 There are many bodies that have responsibility for delivering transport improvements and investment across the borough (see Table 3). Therefore, new development and infrastructure will need to be co-ordinated with a number of organisations.

**Table 3: Transport Responsibilities**

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

	over airport issues through the London Luton Airport Consultative Committee (LLACC).
<b>Bus and rail service providers</b>	Running and managing bus and rail services.

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

### **Policy CS8: Sustainable Transport**

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

- (a) give priority to the needs of other road and passenger transport users over the private car in the following order:**
- pedestrians
  - cyclists
  - passenger transport (bus, trains and taxis)
  - powered two wheeled vehicles
  - other motor vehicles;
- (b) ensure good access for people with disabilities**
- (c) ensure passenger transport is integrated with movement on roads, footways, cycleways and bridleways;**
- (d) create safer and continuous footpath and cycle networks, particularly in the towns;**
- (e) strengthen links to and between key facilities (bus and railway stations, hospitals, main employers and town centres);**
- (f) provide sufficient, safe and convenient parking based on maximum car parking standards. The application of standards will be in the context of the accessibility of the location, promoting economic development and regeneration, supporting shopping areas, safeguarding residential amenity and ensuring highway safety; and**
- (g) improve road safety and air quality.**

**Development proposals will be assessed against these principles and contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and local Urban Transport Plans.**

## **Policy CS9: Management of Roads**

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

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

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

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

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

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

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

### **Monitoring:**

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

**Delivery will be achieved by:**

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

**Question 4**

Do you support the approach to 'Enabling Convenient Access between Homes, Jobs and Facilities' set out in Section 10?

**Yes/No**

If **not**, please state the policy(ies) and/or paragraph(s) you disagree with, giving your reasons:

Please also specify the changes you think should be made:

## 11. Securing quality design

### How have we got to this point?

Your consultation responses have told us that you support the approach we have outlined so far. You favour sustainable, high quality development and you support the use of detailed Urban Design Assessments to distinguish between different places.

- 11.1. The quality of the built environment and the public realm has a key role to play in place shaping and the quality of life. Good design can help create distinctive, linked places where people feel welcome and want to live, work and spend their free time.
- 11.2. Housing growth to be delivered over the next 20 years needs to be designed to a high standard and delivered at the optimum densities in the right locations. It also needs to deliver greater choice and affordability, limit greenfield development and respect community led Place Strategies for each of the towns and large villages in the borough.
- 11.3. As the principal town, Hemel Hempstead will be the focus for growth and regeneration, including substantial improvements to the image and quality of the town's built fabric and public realm. Elsewhere, new development provides an opportunity to enhance positive features, such as the historic character of the borough, and to improve any areas marred by neglect or insensitive development in the past.
- 11.4. The Council will seek to make the best use of urban land by requiring higher densities to provide more dwellings in and around town and local centres. However, there will be locations where the character and the environment of the surrounding area are such that it will be necessary to limit densities to avoid harm to the character or the environment. Examples of such circumstances include:
  - impacts on views of important buildings and spires, open land, countryside and skylines;
  - impacts on the pattern, quality and unique setting of different natural habitats as identified in the Urban Nature Conservation Study; and
  - the appearance and setting of conservation areas and listed buildings.

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

- 11.5. Residential Character Area Appraisals, covering Hemel Hempstead, Berkhamsted and Tring, were adopted by the Council in 2004. In 2006, Urban Design Assessments were carried out for Dacorum's three towns and three large villages to ensure that the design of new buildings and the public realm were built to respect the existing unique built, natural, social and economic context. These complement the Residential Character Area Appraisal work. Conservation Area Appraisals have also



been undertaken for some of the conservation areas. Further Conservation Area Appraisals are programmed, and an update of the Urban Design Assessments and Residential Character Area Appraisals will be undertaken.

## Successful Urban Design

- 11.6. There is no magic formula for arranging buildings and development to create a sense of place, because the key is in the application of visions, place strategies and principles within the process. However, Figure 11 sets out 'Dacorum's Spatial Awareness Framework' to help developers accord with the vision and the place strategies for towns and large villages in the borough, the Residential Character and Conservation Area Appraisals, and the character zones in the Urban Design Assessments. The full details for individual place visions and place strategies are set out in sections 20-27.

### Figure 11: Dacorum's Spatial Awareness Framework

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

**A. The Place Strategy:**

- the size of the settlement and the number of centres; and
- the long-term place vision.

**B. The physical character of the settlement:**

- defined countryside borders;
- the topography;
- landscape setting and green gateways;
- historic setting and settlement pattern; and
- the key views into and out of the settlement.

**C. The physical character of the neighbourhood/urban design zone:**

- the character appraisal of the neighbourhood pattern;
- typical density;
- key landmarks;
- movement and pedestrian gateways; and
- key views within the settlement.

**D. The public and private realm:**

- streets, spaces and movement corridors;
- movement routes of people and wildlife;
- public space network;
- private gardens; and
- Green Infrastructure.

**E. The physical character of the site:**

- street pattern;
- style of buildings;
- building lines and orientation of buildings; and
- materials used.

***F. The physical character of the site:***

- street pattern;
- style of buildings;
- building lines and orientation of buildings; and
- materials used.

11.7. Figure 12 establishes the key 'Urban Design Principles' expected to be applied by developers to enhance existing places and create successful new places in the borough. They are informed by CABI's 'By Design' principles and mutually reinforce the principles set out in the Urban Design Assessments, the Residential Character and Conservation Area Appraisals and Policies CS10-13 on design and Policies CS28-32 relating to using resources efficiently (section 19).

**Figure 12: Urban Design Principles**

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

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

### Figure 13: 3 Step Approach to Successful Design

1. **Be spatially aware** – refer to Dacorum’s Spatial Awareness Framework identified in Figure 11.
2. **Consider design and access** - complete a Design and Access Statement with the relevant planning application form(s), and explain how the proposal accords to the Urban Design principles identified in Figure 12.
3. **Consider sustainable design and construction** - complete the Sustainability Statement and the Carbon Compliance Energy Statement (a sub-section of the Sustainability Statement).

- 11.9. Local guidance and methodologies are continually evolving with a desire to raise design standards further and to ensure long-term management of the built environment and public spaces. Examples of appropriate guidance that will need to be considered include:
- Hertfordshire’s Building Futures Guide - [www.hertslink.org/buildingfutures](http://www.hertslink.org/buildingfutures); and
  - Chilterns Buildings Design Guide (to be adopted as a SPD) and associated Technical Notes - [www.chilternsaonb.org](http://www.chilternsaonb.org).

### Quality of the built environment

- 11.10. Successful towns and villages should be designed so that they are pleasant places to live, work and visit.
- 11.11. New development will help meet the visions identified in the place strategies for the towns and large villages, and address any key issues identified for each of the places that will help to improve the quality of the built environment and respect and enhance the historic environment.
- 11.12. The layout and design of settlements includes neighbourhoods, and public and private spaces. These spaces include a variety of character areas characterised as neighbourhoods as part of the Residential Character Area Appraisals, conservation areas as part of the Conservation Area Appraisals and urban design zones as part of the Urban Design Assessments. The Vision Diagram at the end of each place strategy (sections 21-27) illustrates these urban design zones.
- 11.13. Character areas must be designed to improve the negative areas of the built environment and promote the positive historical elements. Improvements to the existing street arrangement and character areas will be identified in the Urban Design Assessments update and Conservation Area Appraisals. This will help to deliver a more comprehensive, intelligible and interesting approach to urban design.

### **Policy CS10: Quality of Settlement Design**

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

At the broad settlement level, development should:

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

11.14. All development will also be guided on the premise of sustainable development practice and design. Coupled with new guidance and methodologies, such as 'Building for Life' and 'Lifetime Homes and Neighbourhoods', the aim will be to raise the standard of architecture with the use of innovative design and materials that are sympathetic to local character, whilst meeting the needs of different people and households.

### **Policy CS11: Quality of Neighbourhood Design**

Within settlements and neighbourhoods, development should:

- (a) respect and enhance the typical density of character areas, spaces between buildings and the general character of neighbourhood areas;
- (b) strengthen streetscape transitions and linkages between character areas;
- (c) protect or enhance significant views within character areas;
- (d) integrate with the character of the existing street pattern; and
- (e) incorporate natural surveillance to deter crime and the fear of crime.

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

**Policy CS12: Quality of Site Design**

**On each site development should:**

- (a) ensure a satisfactory means of access for road users;**
- (b) provide sufficient parking and sufficient space for servicing;**
- (c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;**
- (d) ensure that important trees are retained and trees that are lost through development are replaced;**
- (e) plant trees and shrubs to softly screen developments and settlement edges;**
- (f) integrate with the streetscape character; and**
- (g) respect adjoining properties in terms of:**
  - i. layout;**
  - ii. security;**
  - iii. site coverage;**
  - iv. scale;**
  - v. height;**
  - vi. bulk;**
  - vii. materials; and**
  - viii. landscaping and amenity space.**

**Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Building for Life Assessments	-

**Delivery will be achieved by:**

- detailed policies in the Development Management DPD.
- application of Car Parking Standards and Residential Character Area Appraisals;
- the Urban Design Assessment SPD, which will replace Residential Character Area Appraisals;
- guidance in Development Briefs and other masterplanning documents; and
- implementation of Place Strategies.

## Quality of the public realm

- 11.15 Public realm includes the network of streets, squares, spaces around and between buildings, structures and urban landscape, as well as rights of ways, parks and open spaces. These public spaces have a major part to play in improving the character, attractiveness and success of many places in the borough and enriching the quality of life of residents and visitors.
- 11.16 The public realm should be well linked, accessible, permeable and legible, lit to an appropriate level and encourage a sense of security and safety for all people. These spaces should be clearly defined from private spaces, easy to move through, put people before traffic, and integrate land uses and transport. Guidance such as the Urban Design Compendium and Manual for Streets<sup>4</sup> promote the 'greening' of streets and multi-modes of travel such as walking, cycling and public transport.
- 11.17 The town centres and local centres in the borough make up a key part of the public realm that is managed by the Council. These spaces are expected to accommodate a wide range of activities and their refurbishment and maintenance are essential in achieving attractive, welcoming, interesting, uncluttered, thriving and safe public spaces. As part of any refurbishment the Council will welcome any design features that can encourage an interactive public realm to encourage play and enjoyment of the space.
- 11.18 Hemel Hempstead as the largest town in the borough requires major improvements to the public realm. These improvements should work towards meeting the vision set out for Hemel Hempstead and the vision for its town centre. It will also need to achieve the objectives of the Hemel 2020 Vision that relate to improvements in the public realm.
- 11.19 To help realise improvements to the public realm, development will be expected to be delivered in a comprehensive manner, in conjunction with other partners, through new development schemes, transport schemes and regeneration schemes. A partnership approach will be expected for the future management of the public realm.
- 11.20 In conjunction with the partnership approach, creative design will be encouraged to inject fresh visual interest, and an interactive public realm to showcase innovative sustainable design and construction methods. Developments that are discordant with their context and fail to enhance the character, quality and function of an area will not be supported.

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<sup>4</sup> Manual for Streets, 2007 - <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

## Policy CS13: Quality of the Public Realm

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

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

### Monitoring:

Indicator(s)	Target(s)
Building for Life Assessments	-

### Delivery will be achieved by:

- detailed policies in the Development Management DPD;
- application of Car Parking Standards and Residential Character Area Appraisals;
- the Urban Design Assessment SPD, which eventually replace the Residential Character Area Appraisals;
- guidance in Development Briefs and other master planning documents;
- implementation of Place Strategies; and
- partnership working with the Highway Authority to promote a high quality public realm.

## Question 5

Do you support the approach to 'Securing Quality Design' set out in Section 11?

**Yes/No**

If **not**, please state the policy(ies) and/or paragraph(s) you disagree with, giving your reasons:

Please also specify the changes you think should be made: