

Borough

Appropriate Assessment 2008	Sustainable Community Strategy 2008	East of England Plan 2008	
<p>P.iii - Large scale development within 3km of the SAC should require AA.</p> <p>P.iii - Development of 1 or 2 neighbourhoods at Pouchen End or Gadebridge in conjunction with a Northern Bypass could therefore warrant a full AA.</p> <p>P.iii - Sites less than 3km within existing settlements or small scale greenfield for affordable housing need should not require an SAC.</p>	<p>P. 8, Para 5 - Designing out crime.</p>	<p>Policy ENV7 - Quality in the Built Environment Reference to high quality development which complements the distinctive character and best qualities of the local area and promotes urban renaissance and regeneration. Clear</p> <p>Policy ENV6 - The Historic Environment Requirement to identify, protect, conserve and enhance our archaeology, historic buildings, places and landscapes. Specific reference to historic market towns and a cohesive hierarchy of smaller settlements; new towns and the rural landscape.</p>	
Gypsies and Travellers Study 2007	Open Space Study 2008	Social and Communities Facilities Study 2006	Transport Study 2006
<p>Para 3.1.5: There should be the potential for a site to be effectively landscaped and therefore sympathetic to the surrounding character whilst not detracting from visual amenity.</p>	<p>P. 81, Para 4 - Berkhamsted Bovington and Markyate have the biggest deficiency in leisure space.</p>	<p>P. 64, Para 10.4 - Site Allocations Issues - Key facilities needing new locations in the borough.</p>	<p>Para 2.26: The Draft Manual for Streets seeks to transform the way streets are designed to make them more people, rather than car friendly. It is important to recognise that a street has important functions beyond the movement of traffic. Suggestions for change include reductions in sightlines, minimisation of signage, clutter and road markings and ratios between width of street and height of buildings.</p>

Berkhamsted

Sustainable Community Strategy 2008	Open Space Study 2008	Retail Study Update 2009	SFRA 2007 - 08	UDA 2006
1. P. 5, Para 1 - Market towns of Berkhamsted and Tring, with their agricultural heritage are situated in rural parts of Dacorum.	1. P. 76, Para 7 - Berkhamsted is deficient of 16.75 Ha of leisure space.	Para 6.11: The Water Lane site suffers from a number of difficulties which mean that it should not be identified for retail development in the LDF. Instead there should be a criteria based policy indicating when new retail development would be supported, which would not preclude the Water Lane site from being developed.	P.89, 8.2 - Further detailed assessment required to assess the potential of flooding from the overtopping or breach of the canal.	<p>P.3 and P.4 - Berkhamsted is a market town surrounded by countryside situated between Hemel Hempstead and Tring, 25 miles(?) from London. The historic core of Berkhamsted has a designated Conservation Area and contains both ancient monuments and Areas of Archaeological Significance. The Grand Union Canal is accessible from the town centre, however the town only offers limited open spaces.</p> <p>P.3 - The town is accessible from the A41 to the M25 and M1 motorways. Berkhamsted station is on the London to Midlands railway line which is in walking distance to the town centre.</p> <p>P.3 & P.4 - Berkhamsted has a population of approximately 19,000 and 3 wards, east west and castle (Census 2001). The town is divided into 6 landscape areas: Berkhamsted Castle and Valleys, Ashridge, Lower Bulbourne Valley, Bourne Gutter and Hockeridge Bottom, Ashlyns and Wigginton Plateau, Upper Bulbourne valley. Berkhamsted also has a major developed site in the Green Belt on the Ashlyns school site.</p> <p>P.7 - The urban design zones of Berkhamsted are split into 5 areas: town centre zone; in-town high-density zone; inner zone; Northchurch residential zone; and the peripheral zone.</p> <p>P4. - The long term strategy for Berkhamsted includes: promoting a mix of uses within the town centre; preserving and enhancing the appearance of the Conservation Area; Encouraging residential uses, particularly through the re-use of upper floors of retail premises; reducing traffic speed; improving the pedestrian environment and routes; improving facilities for special user groups such as cyclists and disabled people; improving street furniture and pavement space; and introducing more planting and landscaping. Further opportunities and problems are identified in relation to the High Street Area, the Grand Union Canal and Charles Street.</p>

Retail and Leisure Study 2006

Para 1.12: In terms of function it is more important as a services centre than as a retail centre.
Para's 4.15-4.16: Berkhamsted is accessible by a means of transport; private car, train and bus.
Para's 4.17-4.19: Berkhamsted town centre has 5 car parks, and some on-street parking. There are 78 long-stay car parking spaces and 384 short-stay car parking spaces. The car parks were found to be clean and relatively litter and graffiti free with high quality surfaces. However, they were also found to have poor access and were poorly signed. Access to on-street parking was also considered poor, largely due to the high volumes of traffic.
Para's 4.31-4.33: Visitors were also asked what they liked and disliked about Berkhamsted. Common things people liked about the town include the non-food shops, the food shops, the market, the restaurants and cafes, the Waitrose store, the attractive environment and its convenience. Commonly cited dislikes include the amount of traffic congestion, the poor range of shops, poor parking provision close to the shops and the cost of parking. However, it should be noted that there was a strong positive balance of likes over dislikes.
Para 4.52: Perceptions of safety are very good within the town centre, both within the day time and in the evening.
Para's 4.56-4.59: The environmental quality of the High Street was judged to be relatively high, especially along the section to the east of Lower King's Road. Litter and graffiti levels are very low, there are good levels of disability access and there was a high level of security. Public facilities were ample and good quality, as were the street furniture. Weaknesses were deemed to be the lack of cycle facilities and the difficulty in crossing the high street.
Para 4.6: Lower Kings Road was also assessed for its environmental quality; it was found to be very clean and have no graffiti. However, the pavements were deemed narrow, and disability access poor. There was no street furniture, public facilities or security.
Para's 6.16-6.27 and Appendix 5: It is hard to identify definite primary and secondary frontages within the town centre and a generally flexible approach is recommended to use class policy. However, the town centre is split into 9 blocks (see map in Appendix 5) and some specific recommendations are made. Clusters of A4 units should be avoided. In blocks 2 and 3 more A3 and other service uses should be resisted. Retail developments which give depth to the town centre should be encouraged rather than elongating the High Street.
Para's 10.15-10.16: The site by Stag Lane down to the Canal is considered inappropriate for retail development as it is out-of-centre and there is no forecast need for additional convenience floorspace in Berkhamsted. The site is 3ha, and gently sloping towards the canal; access is via Stag Lane.
Para's 10.17-10.18: The Water Lane car park site is considered suitable for a mixed use, high density development incorporating resi and offices, possibly anchored by a new or extended Tesco store. An advantage of developing this site is that it would increase the depth, rather than length, of the High Street. The site is 1ha, relatively flat and has 1 main access point.

Tring

Sustainable Community Strategy 2008	Open Space Study 2008	UDA 2006
1. P. 5, Para 1 - Market towns of Berkhamsted and Tring, with their agricultural heritage are situated in rural parts of Dacorum.	P. 77, Para 8 - Tring is deficient of 8.895 Ha of leisure space.	<p>P.4 - Tring is a small market town surrounded by outstanding countryside situated to the west of the borough, 30 miles(?) from London. The historic core of Tring is a designated Conservation Area and contains both ancient monuments and Areas of Archaeological Significance. The town has a good quality level of open space which includes a 300 acre park to the south and the Grand Union Canal at the northern edge.</p> <p>P.4, Para 2 - The A41 connects the town to Aylesbury to the west and Berkhamsted, Hemel Hempstead, Kings Langley, the M25 and Watford to the east. Tring station is on the London to Midlands railway line. This is situated 2 miles outside the town centre. Tring has a considerable commuting population.</p> <p>P.4, Para 3 - Tring has 3 wards (East, West and Central) that makeup the 13,319 population (Census 2001).</p> <p>P.5 - The long term strategy for Tring includes: increasing small scale retailing; retaining and enhancing the exiting market facilities; increasing the evening economy; encourage small scale business activity; maintain and enhance the attractive town centre; improve the environment of Dolphin Square; and promote transport links to Tesco and the town centre.</p>

Retail and Leisure Study 2006
Para 1.17: Smallest town centre in the Borough and functions as a small town centre serving only the day-to-day local shopping needs of the town's populations.
Para 1.17: Tring functions more as local services centre than as a shopping centre.
Para 1.18: Tring would benefit from upgrading Dolphin square and from the attraction of a new food store, such as a discount supermarket, in addition to Tesco and Budgens. There is forecast sufficient capacity to support a new store.
Para 5.8: The types of uses present are to meet the needs of the resident community, rather than to be a destination shopping town for visitors.
Para's 5.14-5.16: Tring is reasonably accessible; access by private car is good, but the Train station is over a mile from the town centre, and has a relatively good bus service.
Para's 5.17-5.20: Tring town centre has 4 car parks, which together provide 148 long-stay parking spaces and 204 short-stay parking spaces. The car parks were found to be very clean with high quality surfaces, however had relatively poor levels of security, lighting and directional signage.
Para's 5.32-5.34: Visitors were asked what they liked and disliked about the town centre. Frequently cited likes included the attractive environment, the non-food shops, the range of financial/personal services, the food shops, the clean streets, the market, the restaurants and cafes and the friendly atmosphere. Among the commonly cited dislikes were the poor range of shops, the amount of traffic congestion and the price of car parking. There was a positive balance of likes over dislikes.
Para's 5.51-5.52: Perceptions of crime and safety in the town centre are generally very good.
Para's 5.55-5.58: An assessment of the environmental quality of the town centre was carried out. Overall it was varied throughout the centre; it scored highly for maintenance of buildings, security, disabled access and low levels of litter, however it scored poorly for the amount of cycle parking, public facilities and the low level of street furniture. Specifically there were high levels of Graffiti in Dolphin Square, however there is also some public seating and public art. Along the High Street improvements could be made to the maintenance and repair of some of the buildings and to the levels of disability access. Disabled access was also poor along Akeman Street and Frogmore Street.
Para's 6.28-6.35 and Appendix 5: The small size of Tring makes it hard to define definite primary and secondary frontages and there is varied mix of uses within the centre, of a retail services and civic nature. A generally flexible approach is suggested in policy terms so that Tring can maintain its service function whilst supporting existing retailers. The town is split into blocks (see map of Tring in Appendix 5) and some specific recommendations are made. In Block 3 A1 retailers should in protected. Clusters of A4 uses should be avoided throughout the centre. In Blocks 2 and 5 retail and A3 provision should be strengthened. In Blocks 1, 4 and 6 policies should be flexible to allow for a diversity of uses.
Para 10.19: Dolphin Square is considered appropriate (and the first choice location) for new retail development and refurbishment. The site is 0.6ha and has 2 pedestrian access points. The main constraint to development is the proximity of the church and graveyard which preclude expansion of the site.
Para's 10.20-10.21: The Cattle Market site and adjacent car park is a suitable location for a discount foodstore and car park. However, the site's current use as a car park and market location are important to the vitality and viability of Tring town centre and therefore the site should not be released for development urgently. If a discount foodstore was to locate there, it's standard format would not be suitable to Tring's historic setting. The site is 1.3ha, reasonably flat and has good access.

Kings Langley

Open Space Study 2008	Retail and Leisure Study 2006	UDA 2006
P. 78, Para7 - KL is deficient in 8.48 Ha of leisure space.	Para 9.70: The local centre performs an important role in meeting walk-in and top-up shopping needs. It is important to sustainability and to the community life of the village that it is maintained and enhanced, including supporting any new retail development which is in scale with the role and function of the centre. If a suitable site is identified in, or on the edge of, one of the local centres (Kings Langley, Markyate and Bovingdon) this could be a potential location for a discount supermarket.	<p>P.3 & P4 - Kings Langley is a large village, which lies in the metropolitan Green Belt. The historic village centre is a designated Conservation Area and there are a further 2 Conservation areas. Kings Langley also contains both ancient monuments and Areas of Archaeological Significance, and a Major Developed site in the Green Belt (Secondary School).The town is deficient in open space.</p> <p>P.3 - It is positioned between Watford and Hemel Hempstead in the southern end of the borough with close links to the M25 and M1. Kings Langley station is on the London to Midlands railway line. This is situated outside the village centre to the east.</p> <p>P.3 - Kings Langley has a population of 4,942(Census, 2001) and is split into 4 urban design zones: The Village Centre Zone, The Inner Zone; the Semi-rural Zone; and the Peripheral Zone.</p> <p>The long term strategy for Kings Langley includes: protecting its historic character and encourage activity accessible by pedestrians and vehicles; circulation of traffic should facilitate through traffic over on-street parking on the primary road and secondary roads; footpaths should be properly maintained; views across the Gade river valley, Common Lane and the Grand Union Canal should be protected; gateways at the 2 ends of the High Street and Waterside Lane should mark entry to the Village Centre through streetscape elements.</p>

Bovingdon

Open Space Study 2008	Retail and Leisure Study 2006	UDA 2006
Page 78 para4 - Bovingdon is deficient of 6.63 Ha of leisure space.	Para 9.70: The local centre performs an important role in meeting walk-in and top-up shopping needs. It is important to sustainability and to the community life of the village that it is maintained and enhanced, including supporting any new retail development which is in scale with the role and function of the centre. If a suitable site is identified in, or on the edge of, one of the local centres (Kings Langley, Markyate and Bovingdon) this could be a potential location for a discount supermarket.	<p>P.5 and P.6 - Bovingdon is a large village surrounded by metropolitan Green Belt. The historic village centre is a designated Conservation Area. Bovingdon also contains 2 Areas of Archaeological Significance, and 2 Major Developed sites in the Green Belt (Bovingdon Brickworks and Bovingdon Prison).The town is deficient in open space.</p> <p>P.5 - It is positioned to the south-west of Hemel Hempstead in the southern end of the borough with road connections to the A41and M25. Bovingdon has no train station but it has bus links to Watford and Hemel Hempstead.</p> <p>P.5 and P.8 - Bovingdon includes the wards of Bovingdon, Flaunden and Chipperfield and cumulatively they have a population of 8,819(Census, 2001). The village is split into 4 urban design zones: The Village Centre Zone, The Inner Zone; the Closed route zone; and the Semi-rural zone.</p> <p>P.8 - The long term strategy for Bovingdon: protecting its historic character and develop strong civic space; circulation of traffic should facilitate through traffic over on-street parking on the primary road and secondary roads; footpaths should be considered significant pedestrian routes and receive design and attention to enhance the rural character; views toward the southern village gateway from both directions on the High street should be protected and enhanced; landscaping to the Docks should be made including improving the quality and pavement around the Docks and improving the car parking situation to the north of the gateway with appropriate gateway signage; the gateway to the south of the High Street should continue to mark the southern entry to the High Street through streetscape elements; The junction to the Hempstead Road off the High Street should be considered a key gateway and requires special consideration to land use, building quality, car parking and building orientation with strong orientation to the High Street, with no parking along the High street and only car entry from Hempstead Road.</p>

Markyate

Open Space Study 2008	Retail and Leisure Study 2006	UDA 2006
<p>P. 78, Para 8 - Markyate is deficient of 5.26 Ha of leisure space.</p>	<p>Para 9.70: The local centre performs an important role in meeting walk-in and top-up shopping needs. It is important to sustainability and to the community life of the village that it is maintained and enhanced, including supporting any new retail development which is in scale with the role and function of the centre. If a suitable site is identified in, or on the edge of, one of the local centres (Kings Langley, Markyate and Bovingdon) this could be a potential location for a discount supermarket.</p>	<p>P.3 - Markyate is a village situated in the north-eastern corner of the borough in the Ver Valley at the foot of the Chiltern Hills. The historic village centre of Markyate is a designated Conservation Area and contains 2 Areas of Archaeological Significance. The village has deficiencies in both formal and informal leisure space.</p> <p>P3 - It is positioned between Luton and Dunstable connected by the A5 with the M1 located to the east. Central London is accessible by road only and is 35 miles away.</p> <p>P.3 & 5 - Markyate has a population of 2,749 (Census, 2001) and is split into 3 urban design zones: The Village Centre Zone, The Inner Zone and the Semi-rural Zone.</p> <p>P.2 - The long term strategy for Markyate includes: protecting its historic character and encourage activity accessible by pedestrians and vehicles; circulation of traffic should facilitate through traffic over on-street parking on the primary road and secondary roads; entrances to the bypass should be improved; footpaths should be properly maintained; views across the Ver valley and of the historic High Street should be protected; new orientation points along the High Street should be considered; legibility of the village entrance should be marked through streetscape elements at the Hicks Road intersection with Roman Way.</p>

Growth Areas

Appropriate Assessment 2008	Retail and Leisure Study 2006
<p>P.iii - Development of 1 or 2 neighbourhoods at Pouchen End or Gadebridge in conjunction with a Northern Bypass could therefore warrant a full AA.</p>	<p>Para 9.73: Maylands Avenue should be considered as a location for a new local centre as this would benefit it as an employment area. The centre would need to be accessible from the employment area, and by car from nearby residential areas, and would ideally contain a food store (possibly a discount supermarket) and a number of smaller shop units for other retail and service uses.</p>