



# **DACORUM BOROUGH LOCAL PLAN 1991 - 2011**



**Adopted  
21 April  
2004**

## **Written Statement**

**DACORUM BOROUGH LOCAL PLAN (1991-2011)  
WRITTEN STATEMENT**

**ADOPTED 21<sup>ST</sup> APRIL 2004**

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Borough-wide coverage in a series of interlocking sheets	1:10,000 scale	
Two Waters and Apsley Inset	1:2,500 scale	
The Proposals Map is contained in a separate folder.		

## EXPLANATORY NOTES

### Plan Structure

The Plan Written Statement is divided into four main parts:

**Part 1 Introduction**

**Part 2 Sustainable Development Objectives** (which give the plan overall direction. Policy 1: Sustainable Development Framework is located here).

**Part 3 General Proposals** (organised on a topic basis)

**Part 4 Area Proposals** (where particular parts of the Plan area have been considered in more detail because of their own special circumstances)

The Proposals Map illustrates Parts 3 and 4 of the Plan.

### Plan Format

Part 3 dealing with 'Proposals', is presented in a standard format.

The Proposals consist of:

- (i) Policies; these are numbered sequentially through the Plan. Policies apply either to the whole Plan area or to parts of it. Where policies apply to selected parts only, they are identified and shown on the Proposals Map as Policy Areas. In some cases Policy Areas overlap. A list of policies follows these notes.
- (ii) Proposal Sites and Schemes; specific named sites set aside for a defined use and other site specific schemes are listed in schedules, together with additional information on planning requirements, under the appropriate topic in Part 3. They are shown on the Proposals Map. Each proposal site and scheme has a reference comprising a number and topic prefix as follows:

H	= Housing	(hence H1, H2....etc)
E	= Employment	(hence E1, E2....etc)
S	= Shopping	(hence S1, S2....etc)
T	= Transport	(hence T1, T2....etc)
C	= Social and Community Facilities	(hence C1, C2....etc)
L	= Leisure and Tourism	(hence L1, L2....etc)
EN	= Environment	(hence EN1, EN2)

Mixed use proposals are listed in two or more schedules with appropriate cross referencing.

Part 4 contains a number of different policy statements. Proposals in the Two Waters and Apsley Inset are presented in a similar way to those in Part 3 of the Plan; i.e. a set of policies numbered sequentially and a schedule of proposal sites and schemes. Each policy or proposal has the prefix TWA. Policy Areas within the Inset and Inset Proposal Sites and Schemes are shown on the Inset part of the Proposals Map.

Some site specific proposals and schemes do have permission and may be under construction. They are included in the Plan as part of the overall programme of development which is planned for. The last entry in each of the schedules gives the planning status and progress towards implementation.

The proposal references are given on the Proposals Map.

A summary of what constitutes a proposal in this Plan is given in Diagram 1.

All proposals are printed in the Written Statement in bold type to distinguish them from the remainder of the text.

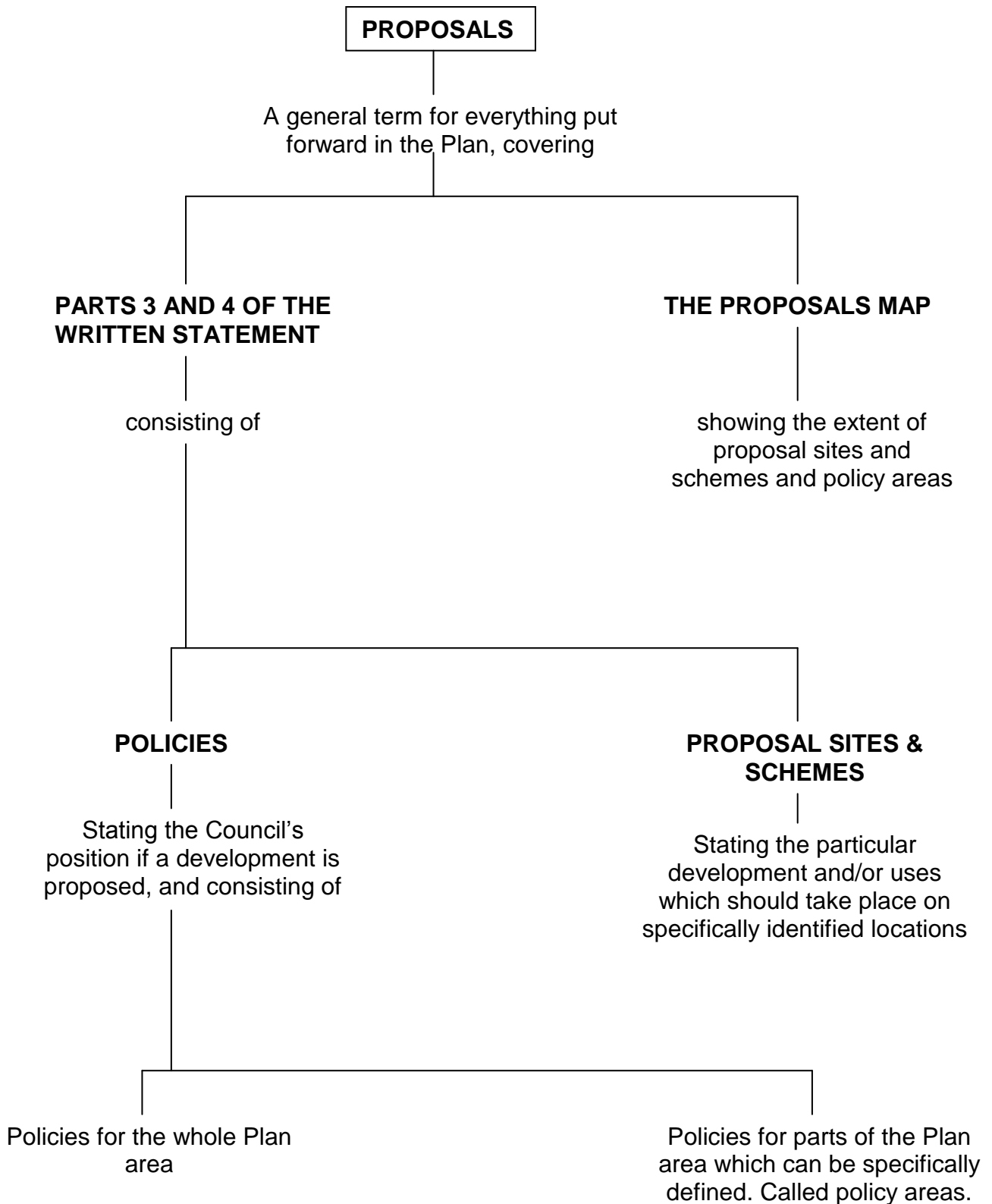
Each proposal is supported by a short statement, the reasoned justification. In Part 3 of the Plan this comprises:

- Reasons
- *Background.*

The Written Statement contains: illustrative maps and diagrams to help explain or amplify proposals and other matters.



**Diagram 1  
PROPOSALS: A TERMINOLOGY**



*NB: The overarching policy, Policy 1: Sustainable Development Framework is also a proposal in this context. It is located in Part 2 of the Written Statement.*

## **PLAN SUMMARY**

### **The Dacorum Borough Local Plan**

1. This document is the statutory Local Plan covering the whole of Dacorum Borough. Section 54A of the Town and Country Planning Act 1990 requires that the development plan system, of which the Local Plan is the most detailed part, forms the basis for decisions on land use. In considering any development proposal the starting point is the development plan – currently consisting of the Local Plan and the Structure Plan. The development plan is the prime material consideration in the determination of planning applications. Decisions will be made in accordance with the development plan unless outweighed by other material considerations.
2. The Plan seeks to strike a reasonable balance between protecting the high quality environment of Dacorum whilst making provision for sustainable development needed to accommodate existing and future needs. This Plan covers the period to 2011.
3. The Plan consists of the Written Statement, which is divided into four parts, and Proposals Map. Part 1 of the Written Statement is the introduction to the Plan; Part 2 contains the Plan objectives and the sustainability basis of the Plan; Part 3 contains general policies which apply across the district or specific parts of it; and Part 4 contains the more detailed, area proposals. The Proposals Map covering the Borough illustrates the proposals geographically; it is divided into six map sheets.
4. The area covered by the Plan is diverse. Areas to the north and east of the Borough are largely rural in nature and dominated by the Chilterns Area of Outstanding Natural Beauty and a rural area designation. Small towns, Berkhamsted and Tring, and Markyate provide facilities and services, both to their residents and the surrounding areas. Some limited opportunities for development are identified in the Plan. Proposals Map 1 covers the Tring area, Proposals Map 2, the Berkhamsted area and Map 3 the Markyate area.
5. Much of the southern half of the area is covered by Green Belt designation and is dominated by the main town of Hemel Hempstead. This centre has accommodated development growth in the past and continues to take the majority of it now. With good communications, shopping, employment and leisure facilities Hemel Hempstead provides a sustainable location for development over the Plan period (Proposals Maps 4 and 6). The smaller centres of Bovingdon, Kings Langley and Chipperfield provide more limited facilities in the area to the south of Hemel Hempstead (Proposals Map 5).
6. The progress of the Plan proposals will be monitored regularly against a variety of sustainability indicators. This is explained in further detail in Part 2 Sustainable Development Objectives and Part 3 Section 11 Monitoring and Implementation.

7. The Council intends to review the Plan once it has been adopted, either to cover the period up to 2016, in line with the emerging Structure Plan or up to 2021 in line with Regional Spatial Strategy. A bill is currently going through Parliament which will revise the existing planning system, replacing Local Plans with Local Development Frameworks.

### **Supplementary Planning Guidance**

8. A range of Supplementary Planning Guidance (SPG) has been prepared by the Council, some of which has been in partnership with other bodies. Current guidance relates to the following:
  - Accessibility Zones for the Application of Car Parking Standards
  - Chipperfield Village Design Statement
  - Chilterns Buildings Design Guide
  - Environmental Guidelines
  - Bovingdon Airfield
  - Land at North East Hemel Hempstead
  - Conservation Area Character Appraisals and Policy Statements for Berkhamsted, Hemel Hempstead High Street and Potten End
  - Development in Residential Areas
  - Ebbens Road Development Brief
9. Additional guidance will be published during the Plan period particularly to guide the development of sites.



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**PART 1**  
**INTRODUCTION**



## **1. LEGAL BASIS**

- 1.1 The Dacorum Borough Local Plan (1991-2011) has been prepared under the provisions of the Town and Country Planning Acts and associated Regulations, and in accordance with advice contained in Planning Policy Guidance Note 12: 'Development Plans'. For this reason it is referred to as a Statutory Local Plan.

## **2. FUNCTION**

- 2.1 The functions of the Plan are:
- (a) to develop the policies and general proposals of the Structure Plan and to relate them to precise areas of land;
  - (b) to provide a detailed basis for development control; and
  - (c) to provide a detailed basis for co-ordinating and directing development and for the use of land, both in public and private ownership .

## **3. SCOPE AND CONTENT**

- 3.1 The Plan deals primarily with land use, the physical environment and traffic issues, but it will also facilitate some of the Council's wider intentions in respect of matters such as social, community and economic development.

## **4. PLAN CONTEXT**

- 4.1 The Dacorum Borough Local Plan (1991-2011) has been prepared within the most up to date policy context available. This is given by:
- (a) Government policy statements, particularly the series of planning policy guidance notes.
  - (b) Regional Planning Guidance for the South East (RPG9). The emphasis of this document is on achieving sustainable development
  - (c) The Hertfordshire County Structure Plan Review (1991-2011)
- 4.2 The Dacorum Borough Local Plan (1991-2011) is a review of the first Dacorum Borough Local Plan adopted in April 1995 covering the period 1986-2001. It will eventually replace the earlier Plan as the statutory local plan for Dacorum. The Dacorum Borough Local Plan (1991-2011) incorporates Alterations to the Dacorum Borough Local Plan which were adopted in June 1998.
- 4.3 The Dacorum Borough Local Plan (adopted in April 1995) had to be replaced because it was not in general conformity with the current county

structure plan, i.e. the Hertfordshire County Structure Plan Review (1991-2011).

- 4.4 The Dacorum Borough Local Plan (1991-2011) as adopted forms the development plan for Dacorum with the Hertfordshire County Structure Plan Review (1991-2011), the Hertfordshire Minerals Local Plan 1991-2006 and the Hertfordshire Waste Local Plan (1995-2005).

## **5. AREA COVERED**

- 5.1 The Plan covers the whole administrative area of Dacorum Borough.

## **6. PLAN PERIOD**

- 6.1 The Plan covers the period to 31 March 2011 to accord with the County Structure Plan Review (1991-2011). Land use requirements are assessed by looking at provision and need for the period 1 April 1991 - 31 March 2011, again to accord with the Structure Plan.
- 6.2 The time horizon of the Local Plan is quite long, but even so a number of the proposals should still be relevant and apply beyond the Plan period itself.

## **7. INFORMATION BASE**

- 7.1 The Proposals Schedules and statistics have a common base date, i.e. 1 April 2001: progress on individual proposals is also given up to 1 October 2002 in the Proposals Schedules (if different).
- 7.2 Information on environmental designations which are defined and reviewed outside the local plan process – i.e. sites affected by Article 4 directions, Sites of Special Scientific Interest, nature reserves, Wildlife Sites, regionally important geological sites, Scheduled Ancient Monuments, areas of archaeological significance, conservation areas and historic parks and gardens – is accurate at 1 April 2003.

## **8. USING THE PLAN**

- 8.1 The Council has set out its proposals in this document as clearly as possible. The proposals - particularly the general policies - will be followed as the norm in determining applications for development.
- 8.2 It is important that users of this Plan read it as a whole and appreciate that proposals will be applied by the Council in context. In considering development schemes several policies will invariably be relevant, rather than just one, and it is possible that in some cases there could be conflicts which the Council will have to weigh up. As a guide, the policies forming the Development Strategy (2 - 8) and the Urban Structure (9) will take precedence because of their strategic function. Otherwise no one policy is intended to exclude or override another. However, in some instances the

Council are required by statute to have regard to specific considerations, for example the preservation and/or enhancement of conservation areas. The Council will therefore attach significant weight to the policies which deal with such considerations (e.g. Policies 97 (Chilterns Area of Outstanding Natural Beauty), 102 (Sites of Importance to Nature Conservation), 118 (Important Archaeological Remains), 119 (Development affecting Listed Buildings and 120 (Development in Conservation Areas)). There are also some indications where flexibility is allowed for. Finally in considering development for Proposal Sites and Schemes, the Council expects the requirements set out to be satisfied.

- 8.3 The Council attaches considerable importance to the development plan in accordance with Section 54A of the Town and Country Planning Act 1990, which states:

"Where in making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise."

- 8.4 The Council's approach is to use all the relevant provisions of the development plan - that is the County Structure Plan and the Borough Local Plan - as the starting point. There will often be other material considerations which will be taken into account. In this way, the Council will be able to apply its proposals in this Plan fairly and consistently, while allowing flexibility of implementation where it can be justified in specific cases because of particular local or site circumstances.

## **9. MONITORING**

- 9.1 No plan can foresee all future problems and needs. The Council will therefore ensure that the Plan is subject to regular monitoring and update as necessary.
- 9.2 Monitoring will be accomplished by preparation of half yearly Position Statements on Housing and Employment Land and an annual or biennial general Monitoring Report.

## **10. IMPLEMENTATION**

- 10.1 The Plan will be implemented by application of development control powers, and a combination of public and private sector investment. In many cases it is not possible to specify the exact means and timescales of implementation. Where information is available in relation to specific proposals it is given in the relevant parts of the Plan.

## **11. PLAN AND SUPPLEMENTARY DOCUMENTS**

- 11.1 The Plan itself consists of

- the Written Statement; and
  - the Proposals Map (comprising five sheets and an Inset Map for Two Waters and Apsley – see Diagram 2).
- 11.2 An Environmental Appraisal of the Plan has been published: it reviews the environmental implications of proposals in the previous Local Plan and helps to explain how the new Plan is moving towards principles of sustainability.
- 11.3 Other supplementary technical information has been published as explanatory background material to the Plan. Reports explaining stages in the plan preparation process have also been published.

## **12. DOCUMENT STATUS**

- 12.1 This version of the Plan is known as the Adopted Plan. It was adopted by the Council on 21 April 2004.

## **13. PLAN PREPARATION PROCEDURES AND PROGRAMME**

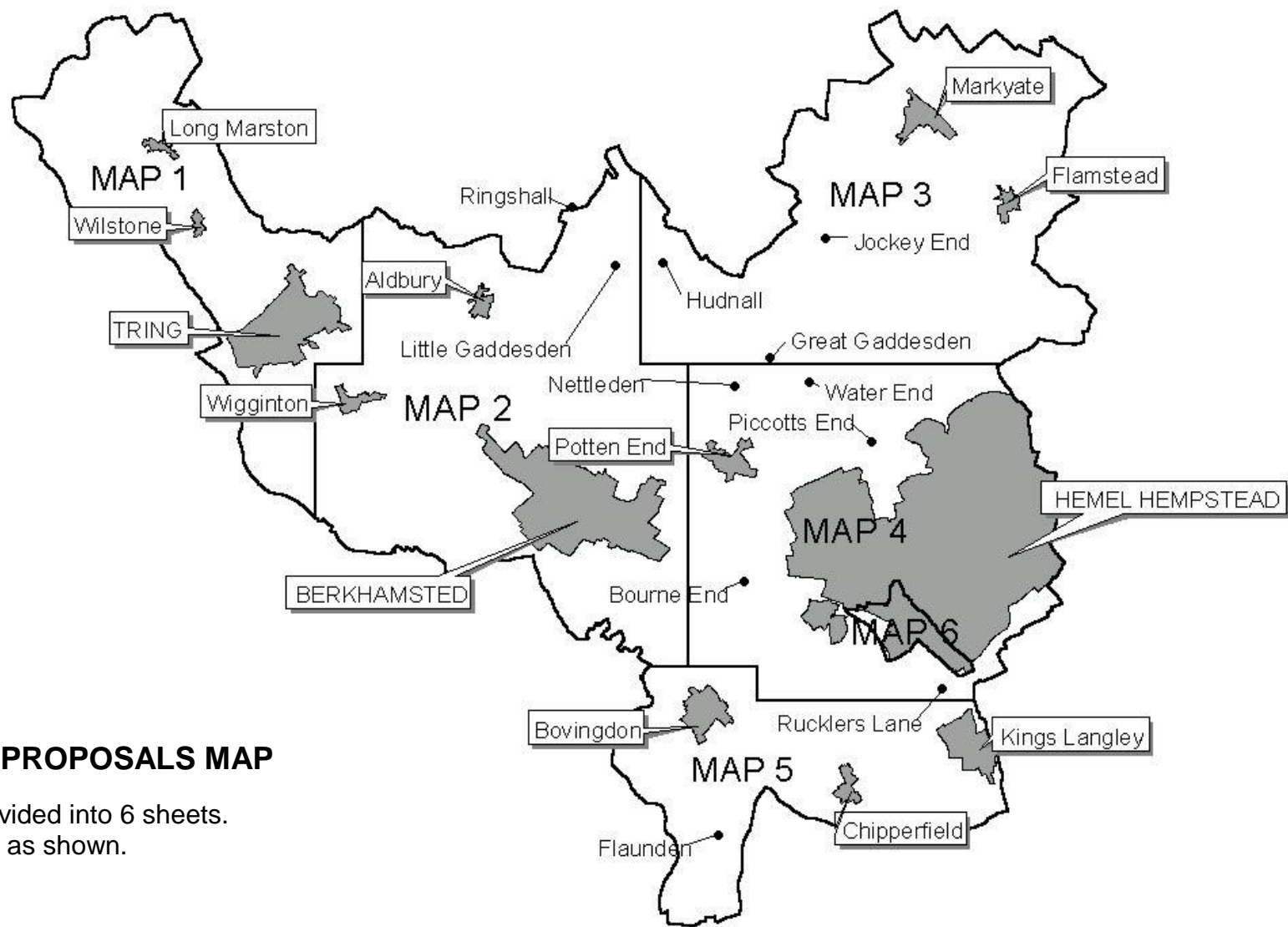
- 13.1 The Council timed its work on the preliminary stages of the Dacorum Borough Local Plan (1991-2011) to link with progress on the County Structure Plan Review (1991-2011): the Structure Plan review was placed on deposit from 2 August to 11 November 1996 and key strategic development issues debated at an Examination in Public in March 1997.
- 13.2 The first formal stage in preparing the Dacorum Borough Local Plan (1991-2011) occurred during Summer 1996 when the Council published a project report (outlining the approach the Council was taking to the Local Plan Review) and sought comments on matters to be included in the Plan.
- 13.3 In December 1996 the Council published a draft local development strategy for consultation. It suggested how the key housing and employment land supply issues arising from the Structure Plan Review (1991-2011) should be dealt with in the Borough. This 'pre-deposit' consultation enabled the Council to resolve the local development strategy it intended to use as part of its evidence to the Structure Plan Review (1991-2011) Examination in Public and for inclusion in the new Local Plan.
- 13.4 The plan was placed 'on deposit' in November 1998 to allow objections and supporting representations to be made. A statement of the steps the Council took to secure publicity on the Plan was published separately. The County Council confirmed that the Plan was in general conformity with the County Structure Plan Review (1991-2011) in October 1998.
- 13.5 Pre-Inquiry changes to the Deposit Plan were published in November 1999 with a six week period of consultation following. A Public Local Inquiry into the proposals, including the Pre Inquiry changes, opened in March 2000 and closed on 25th May 2001. Over this period, objectors had the



opportunity to make written and oral submissions. During the Inquiry a number of further changes were proposed by the Council.

- 13.6 The Inspector's Report on the Inquiry was made publicly available on 18 September 2002. The Council agreed its Statement of Decisions on recommendations in the Inspector's Report and a List of Proposed Modifications (to the Deposit Draft) on 25 June 2003. The Council also agreed that part of the Deposit Draft, as amended in the light of the Inspector's Report, should be issued as supplementary planning guidance.
- 13.7 The formal deposit period for the List of Proposed Modifications and the Council's Statement of Decisions ran between 11 August and 22 September 2003. The Council considered representations on these documents on 21 January 2004 and agreed a small number of further modifications to the Local Plan.
- 13.8 The List of Proposed Further Modifications was put on deposit on 29 January, the deposit period running to 11 March 2004.
- 13.9 The Council considered representations on the List of Proposed Further Modifications on 21 April 2004. It concluded that no further modification should be made to the plan, other than minor corrective changes, and formally adopted the Local Plan on that date.

Through the process of preparing the Dacorum Borough Local Plan (1991-2011), more weight has gradually been given to the proposals it contains. The most weight is given to proposals in an up to date adopted plan.



**Diagram 2**  
**DIVISIONS OF THE PROPOSALS MAP**

The Proposals Map is divided into 6 sheets.  
 Each sheet is numbered as shown.

▲ North

## **14. FURTHER INFORMATION**

- 14.1 Requests for information or comments on any matter related to the Plan should be addressed to:

Dacorum Borough Council  
Development Plans Unit  
Planning Department  
Civic Centre  
Marlowes  
Hemel Hempstead  
Herts HP1 1HH  
Tel: (01442) 228660

## **15. FURTHER STUDY AND POLICY WORK**

- 15.1 The Plan satisfies most but not all the Borough's detailed planning needs. Key areas where further work is required are:

- urban design and development briefs, signalled by various proposals in the Proposals Schedule;
- character statements for many of the Borough's conservation areas (ref Policy 120);
- environmental guidelines on energy conservation, water conservation and safety and security;
- dwelling mix in the rural areas of the Borough and whether the supply of smaller properties is being eroded;
- the need and demand for live/work units in the Borough;
- reassessment of open space needs including playing fields under PPG17: Planning for Open Space, Sport and Recreation;
- landscape character assessment and guidelines;
- supplementary planning guidance on the release of Part II Housing Sites; and
- eligibility criteria for affordable housing.

- 15.2 It is intended, subject to resources, that the above work will be completed within the Plan period. Consultation will be based on the principles contained in the Public Engagement Strategy.

- 15.3 Monitoring may reveal that other issues need addressing more fully.



**PART 2**  
**SUSTAINABLE DEVELOPMENT OBJECTIVES**



## SUSTAINABLE DEVELOPMENT

1. Achieving sustainable development is one of the major challenges facing society as where we live, work and take recreation all have an impact on the Earth's resources. The planning system in controlling land-use patterns has an important part to play in promoting sustainable development.
2. The broad concept of sustainable development can be defined as
3. 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (Brundtland Report definition 1987).
4. This has been translated into practical objectives in the Government's 'A Better Quality of Life - a Strategy for Sustainable Development for the UK' (May 1999). This identifies four broad objectives:
  - Effective protection of the environment
  - Maintenance of high and stable levels of economic growth and employment
  - Social progress that recognises everyone's needs; and
  - Prudent use of natural resources.
5. The Rio Earth Summit (1992) recognised that local government has a key role to play in working towards sustainable development. However, it is important to recognise that planning has a part to play in the sustainability process as it controls the development and use of land.
6. The broad planning context for sustainable development in the local plan is provided by Planning Policy Guidance Notes. PPG1 requires future development needs to be met in a way that is consistent with the principles of sustainable development. PPG12 'Development Plans' emphasises the importance of integrating sustainable development and transport and land-use policies in the development plans. Policies within the Regional Planning Guidance (RPG9) and the Structure Plan give more specific guidance for the local plan policies.
7. The focus of Regional Planning Guidance for the South East encourages sustainable development, with urban areas becoming the main focus for development, with a concentration of development on previously developed land rather than greenfield sites and encouraging an integration of land-use and transport. It also emphasises sustaining the countryside and the rural communities.
8. The adopted Structure Plan provides a local sustainability context for the development strategy with a sustainability vision for Hertfordshire, together with supporting aims and objectives. These principles underpin the development of the policies in the Local Plan.

## Local Agenda 21

9. The Local Plan plays an important role in promoting sustainable development, together with the Council's Local Agenda 21 Strategy (1997). LA 21 is a local action plan that covers wider issues than land-use planning. However, the Local Plan provides a mechanism for tackling the land-use issues arising from the LA21 process. Particular issues include environmental appraisal, transport and nature conservation issues. Though the emphasis of the two documents is very different, sustainability is the common goal. LA21 is currently being revised and once adopted by the Council will feed through into any future review of this Plan.

## Environmental Appraisal

10. An Environmental Appraisal of this Plan's policies and proposals is published as a separate document. The appraisal systematically examined each of the Local Plan policies to assess their contribution to environmental sustainability. The appraisal identified the environmental effects of particular policy stances and weighed these up, along with economic and social factors. This assisted in making choices between alternative policies and proposals to secure the best overall outcome.
11. The overarching aim of the Plan is to secure a more sustainable pattern of development in the district.
12. This means that a wide range of factors need to be considered when new development is proposed. The following aims are relevant, (though the list is not exhaustive):
  - i. Protect and enhance the environment
    - conserve natural resources e.g. energy, water, land, minerals, woodlands and soil and promote their efficient use.
    - reduce waste and promote recycling and re-use of materials.
    - reduce pollution and emissions.
    - conserve, protect and enhance the countryside, natural features, designated areas, historic environment and wildlife.
    - encourage sustainable transport and integrate land use and transport infrastructure.
    - concentrate new development in urban areas and encourage regeneration.
    - minimise noise and light pollution.

- ii. Meet social needs



- create and protect open spaces and create high quality, well designed buildings.
- protect local character and distinctiveness.
- strengthen community and cultural identity.
- improve leisure, recreation and community and cultural facilities.
- provide homes for all sections of the community.

iii. Protect human health and amenity

- create safe and secure communities.
- meet needs locally insofar as possible.
- involve the community in decision making.

iv. Promote economic success

- promote a vibrant and diverse local economy (within the environmental constraints)

13. The ways in which the planning system can encourage and implement sustainable development are varied. For example, it can ensure that major developments with significant traffic implications implement green travel plans to reduce their impact. It can concentrate development where there is access to facilities, including employment, shops, leisure and community facilities, encouraging linked trips and making public transport provision more viable.
14. To help achieve sustainable development many planning applications will be required to submit a statement with their application demonstrating the extent to which sustainability principles have been incorporated into the location, design, use and construction of the development. Development will be permitted where it is demonstrated that sustainable development principles are satisfied through consistency with the Local Plan policies, supplementary planning guidance, and the checklist in Appendix 1.

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**POLICY 1 SUSTAINABLE DEVELOPMENT FRAMEWORK**

**The policies of this Plan will seek to ensure that within the Borough development is carried out consistently with the aims of the framework for sustainable development set out in Policy 1 of the Hertfordshire Structure Plan Review 1991-2011. Those aims which are relevant to the Local Plan will be subject to monitoring and review in**

the light of evolving policies and concerns at national and international levels, and any new information that comes forward during the Plan period.

In order to demonstrate that full account has been taken of these aims in the design of new development, applicants for planning permission will normally be required to submit a sustainability statement as part of their application. The statement should contain a detailed assessment of the proposal against the sustainability checklist contained in Appendix 1. Development will be permitted where it can be shown that it would satisfy the principles of sustainable development as set out in the policies of the Local Plan and contained within statements of national planning policy.

#### Reason

- 1.1 Most development has an impact on the environment and this should be minimised. The sustainability checklist provides a mechanism for assessing all aspects of a development against key sustainability criteria.
- 1.2 This policy requires applicants to demonstrate that appropriate development is consistent with the principles of sustainable development by including a statement with the planning application. Appendix 1 contains the checklist criteria which need to be covered. Guidance is given as to which types of planning applications require sustainability criteria and which of the criteria need to be covered.

#### *Background*

- 1.3 *Policy 1 sets out the overall sustainability aims of the Plan. This is supported by the key Local Plan objectives set out below.*
  - (a) to conserve and enhance the countryside, in particular by maintaining the Green Belt and the landscape of the Chilterns Area of Outstanding Natural Beauty;*
  - (b) to conserve and enhance the built environment and townscape of the Borough, especially as recognised in conservation areas and listed buildings;*
  - (c) to protect the Borough's natural and ecological heritage and enhance the natural environment;*
  - (d) to protect the Borough's historical and archaeological heritage;*
  - (e) to sustain the development and continued prosperity of the Borough's economy so as to meet service needs and to provide work for existing residents;*

- (f) to accommodate housing development that helps meet local needs;*
- (g) to encourage the reuse of existing urban land and buildings and minimise the development of greenfield land;*
- (h) to resist development that is likely to generate labour supply shortages (and thus lead to increased housing development pressure);*
- (i) to make provision for a satisfactory transport system, improving accessibility while limiting the adverse effects of traffic;*
- (j) to make provision for satisfactory social, community and leisure facilities;*
- (k) to ensure practical, efficient and neighbourly location of new development, and a high standard of design;*
- (l) to guide location and influence the type and form of development in ways which help conserve energy; and*
- (m) to sustain and enhance the artistic and cultural heritage of the Borough in accordance with the aims of the local cultural strategy.*

1.4 *These local objectives reflect the principles of sustainable development. They seek to protect the Borough's environment insofar as reasonably possible, taking particular account of the new imperative of environmental sustainability in the face of the pressing need to accommodate a substantial amount of new building development.*



**PART 3**  
**GENERAL PROPOSALS**



**SECTION 1**  
**DEVELOPMENT STRATEGY**





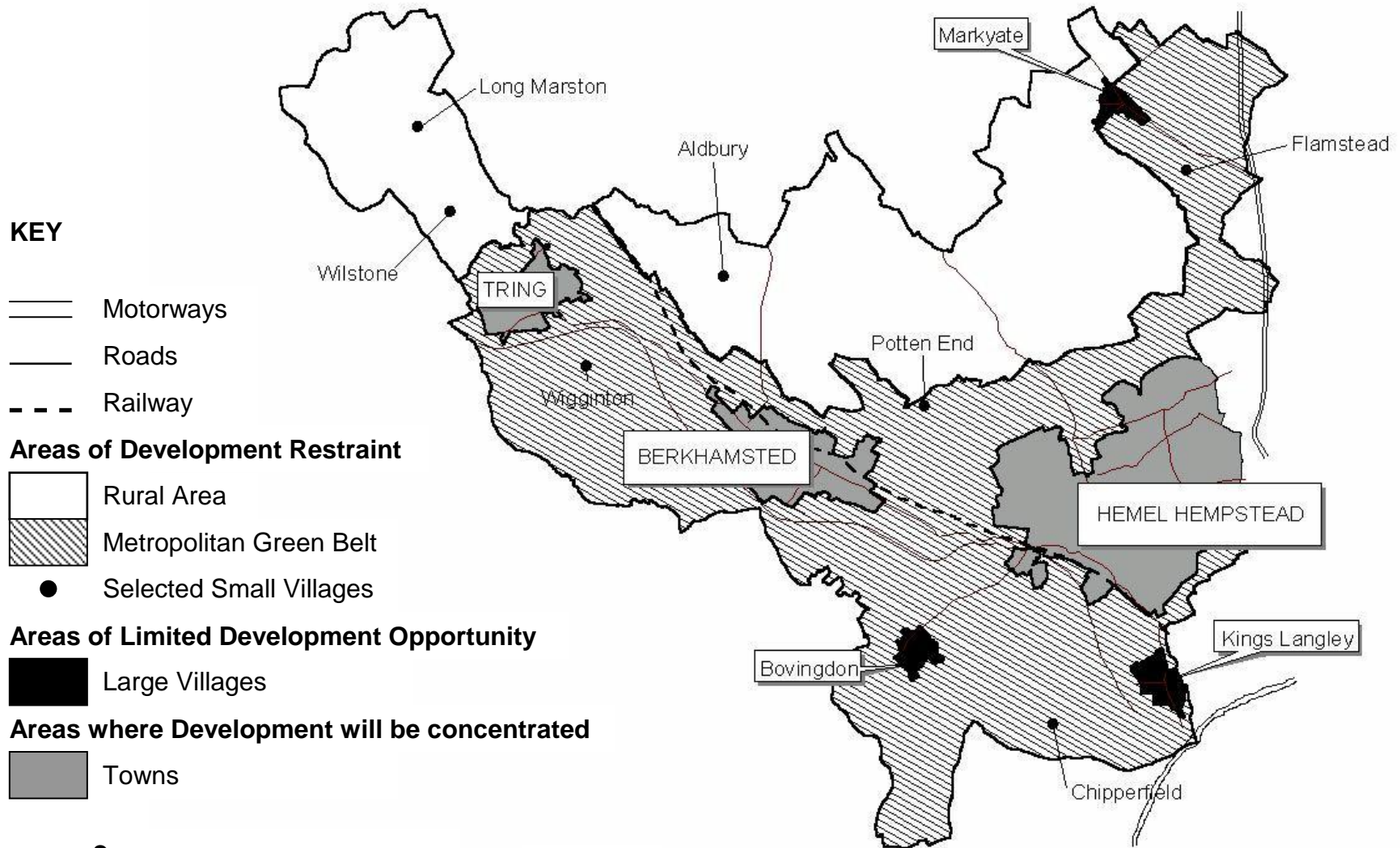
## PURPOSE OF THE DEVELOPMENT STRATEGY

1. The Local Plan needs to accommodate further development in the Borough in line with the County Structure Plan Review (1991-2011): i.e.
  - additional housing - particularly so that children of existing residents can, if they wish, be accommodated in the area when they leave their parents' homes and to meet the more general need for the increasing number of small households.
  - new workplaces - to meet changes in industry and the economy and to enable full employment of local residents to be maintained.
  - new shops and buildings for leisure, social and community services - to meet demands for higher quality and standards.
2. Investment in appropriate new development will sustain local prosperity and enhance standards of living. It is a prerequisite for urban regeneration.
3. The Local Plan must explain where development should be located and what form it should take. The development strategy addresses the conflict between development needs and conservation of the environment by identifying:
  - **Areas where development will be concentrated**  
- i.e. the towns
  - **Areas of limited development opportunity**  
- i.e. the large villages excluded from the Green Belt
  - **Areas of development restraint**  
- i.e. the Green Belt and the Rural Area which lies beyond the Green Belt.
4. These areas are indicated in Diagram 3, and all boundaries of towns, villages, the Green Belt and the Rural Area are shown on the Proposals Map.
5. The development strategy should be read in context with the other policies in the Plan, particularly:
  - (a) on urban structure - which set out a broad land use framework for the development and management of land in towns and large villages (Section 2); and
  - (b) on the environment - which constrain and condition development (Section 10).
6. Some constraints are particularly severe, notably the policies relating to the protection of the Chilterns Area of Outstanding Natural Beauty (Policy 97) and conservation areas (Policy 120); in some circumstances they can preclude an otherwise acceptable use.

7. Together these policies create what the Government terms “a sustainable planning framework”, i.e. the Local Plan does:

- “...provide for...commercial and industrial development, food production, minerals extraction, new homes and other buildings, while respecting environmental objectives;
- use developed areas in the most efficient way, while making them more attractive places in which to live and work;
- conserve both the cultural heritage and natural resources...;and
- shape new development patterns in a way which minimises the need to travel.”

(ref. paragraph 5, Planning Policy Guidance Note 1: ‘General Policy and Principles’ February 1997)



**Diagram 3**  
**THE DEVELOPMENT STRATEGY**      ▲ North

## AREAS WHERE DEVELOPMENT WILL BE CONCENTRATED

### POLICY 2 TOWNS

**Development will generally be directed to the towns of Berkhamsted, Hemel Hempstead and Tring.**

#### Reasons

- 2.1 These settlements are excluded from the Green Belt and are urban in character. They can accommodate the majority of the Borough's development requirements.

#### *Background*

- 2.2 *The County Structure Plan Review (1991-2011) expects the three towns identified in the policy to accommodate more development. In particular, it identifies Hemel Hempstead as a strategic housing location and earmarks land in the town as a Key Employment site. The possibility of limited peripheral development at Berkhamsted is acknowledged.*
- 2.3 *Hemel Hempstead will take the largest share of development for housing and employment purposes. It is the main settlement in Dacorum and offers the widest range of development sites. The town contains the Borough's major shopping, leisure and social facilities and has the best potential for passenger transport usage.*
- 2.4 *Opportunities for development at Berkhamsted (including the urban area of Northchurch Parish) are more limited.*
- 2.5 *Tring is the smallest town and the most constrained. Very limited opportunities are likely in Tring due to the tight constraints of the Green Belt and Chilterns Area of Outstanding Natural Beauty and limited additional capacity at existing schools. In considering further development at these settlements, priority will be given to the re-use of previously developed land.*
- 2.6 *Development on greenfield sites will only be considered where all the following criteria are met:-*
- (i) where it is essential in order to meet the objectives of the Plan;*
  - (ii) it can be demonstrated that it cannot be accommodated on previously developed land within the existing urban area;*
  - (iii) it is the most sustainable choice of site available.*

## AREAS OF LIMITED DEVELOPMENT OPPORTUNITY

### POLICY 3 LARGE VILLAGES

**Development in Bovingdon, Kings Langley and Markyate will be permitted if it is compatible with the maintenance and enhancement of the character of these settlements and the maintenance of the Green Belt boundary.**

#### Reasons

- 3.1 These settlements each house a population of between 2,500 and 5,000, and are clearly of a smaller scale than those identified in Policy 1, both in terms of size and the level and range of facilities. They have a small amount of capacity and service infrastructure to accommodate extra development. Accordingly, any development will be of a more limited scale. These settlements nevertheless provide important services and facilities both to the residents and the surrounding, largely rural areas. They therefore play a role in maintaining the vitality of these areas. Any development must be controlled to maintain and enhance the character of these settlements and maintain their Green Belt boundary.

#### *Background*

- 3.2 *The policy follows County Structure Plan Review (1991-2011) Policy 6 which enables settlements to be specified as inset, i.e. excluded from the Green Belt: limited development may be environmentally acceptable and help maintain the vitality of areas.*
- 3.3 *Limited development at these settlements is consistent with the local plan sustainability criteria set out in Part 2 of the Plan. Policy 3 settlements have reasonable access to public transport, some employment and retail facilities, services including education and community facilities and help to conserve valuable landscape. Concentrating development within the existing settlements means that best use is made of the existing facilities and infrastructure. Limited development, however will help to support existing social and community facilities and employment opportunities.*
- 3.4 *The Structure Plan Review acknowledges the possibility of very limited peripheral development at Kings Langley. It is the largest of the Borough's villages, extending into the adjoining district (Three Rivers), and has a good level of services and facilities. It lies on the main communications corridor serving the Borough's towns and is close to Hemel Hempstead. Passenger transport access is quite good, but with potential for improvement and increased usage. Subject to minimum planned change, the Green Belt boundary will be maintained in accordance with Structure Plan Review (1991-2011) Policy 6. Opportunities for development are therefore largely constrained to sites within the existing urban area.*

- 3.5 *The development strategy at Markyate has been reviewed, as requested by the Secretary of State when approving Alterations to the County Structure Plan in 1992. The County Structure Plan Review (1991-2011) extends Green Belt protection along the Ver valley into the Markyate area. The Local Plan excludes Markyate from the Green Belt and defines a long term boundary to the village. An independent village appraisal has helped the local councils to reach conclusions about local needs and the level of building development and change that is appropriate. The character and environment of the village is not suited to any development beyond minimum change. Markyate lies in a road communications corridor (the A5), but it is relatively isolated from main towns and public transport provision is poor. It is the smallest of the three villages and its infrastructure is the most constrained.*
- 3.6 *The Green Belt boundary of Bovington is maintained in accordance with Structure Plan Review (1991-2001) Policy 6. Opportunities for further development are therefore those within the existing urban area. Furthermore traffic congestion and education facilities are close to capacity and to avoid a strain on services, development opportunities are consequently limited in scale.*

---

## **AREAS OF DEVELOPMENT RESTRAINT**

### **POLICY 4 THE GREEN BELT**

**Within the Green Belt, there is a presumption against inappropriate development. New buildings will therefore only be acceptable where they are for the following purposes:**

- (a) agriculture;**
- (b) forestry;**
- (c) essential facilities for outdoor sport and outdoor recreation, for cemeteries and for other uses which preserve the openness of the Green Belt and which do not conflict with its purposes;**
- (d) the limited extension of existing houses in accordance with Policy 22;**
- (e) the replacement of existing houses in accordance with Policy 23;**
- (f) limited infilling in selected small villages in accordance with Policy 6; and**
- (g) limited infilling or redevelopment of major existing developed sites in accordance with Policy 5.**

**The reuse of an existing building will be permitted provided that:-**

- (i) it does not have a greater impact on the Green Belt than the present use; and**
- (ii) it complies with the criteria in either Policy 69, 92 or 110.**

**Engineering or other operations, including mineral extraction, and material changes in the use of land will only be acceptable where they maintain openness and do not conflict with the purposes of including land in the Green Belt.**

**Inappropriate development will only be allowed where it can be demonstrated that very special circumstances exist which clearly outweigh the harm to the Green Belt.**

**Any development that would injure the visual amenities of the Green Belt will not be permitted. All development should seek to make a contribution to fulfilling the Green Belt objectives set out in paragraph 1.6 of PPG2.**

#### Reasons

- 4.1 The Green Belt must remain as essentially open land in order to:
  - (a) check the spread of London and towns around it, including Luton;
  - (b) prevent Hemel Hempstead, Berkhamsted, Tring, Kings Langley, Bovingdon, Markyate and other settlements merging into one another;
  - (c) help safeguard the surrounding countryside from encroachment;
  - (d) direct development to the towns and large villages to assist in regeneration and ensure land is fully used there; and
  - (e) preserve the special character of historic settlements.
- 4.2 Severe constraints must therefore be imposed upon the type of development and land use that can be permitted in the future, both in the open countryside and in existing settlements. Even though inappropriate land uses and buildings will remain, improvements can often be made to individual sites which benefit the Green Belt generally.

#### *Background*

- 4.3 *The Green Belt in Dacorum forms part of the Metropolitan Green Belt, which extends about 12-15 miles beyond London and further outward along the main radial transport corridors. In the Markyate area it joins the South*

*Bedfordshire Green Belt which acts as a check on the spread of Luton and Dunstable.*

- 4.4 *The Council's policy on functions, appropriate uses and development in the Green Belt is consistent with Government advice in Planning Policy Guidance Note 2: 'Green Belts'.*
- 4.5 *The Green Belt should be primarily open in character. Policy on the management and development of land in the Green Belt is therefore directed towards the achievement of the following objectives from Policy 5 of the County Structure Plan Review (1991-2011) - i.e. to:*
- (i) provide opportunities for access to the open countryside for the urban population;*
  - (ii) provide opportunities for outdoor sport and outdoor recreation near urban areas;*
  - (iii) retain attractive landscapes and enhance landscapes near to where people live;*
  - (iv) improve damaged and derelict land;*
  - (v) secure the nature conservation interest; and*
  - (vi) retain land in agricultural, forestry and related uses.*

*Objectives (i) and (ii) encourage "open air recreation"; this covers:*

- (i) participatory sports such as golf, football and cricket;*
  - (ii) some spectator events, provided there is no requirement for a grandstand or significant building; and*
  - (iii) informal outdoor activities such as rambling, riding and nature study.*
- 4.6 *Many uses and activities in Dacorum's Green Belt serve a wider part of the metropolitan area (and not simply the Borough).*
- 4.7 *The Hertfordshire County Structure Plan shows the Green Belt diagrammatically, while precise boundaries are shown in local plans. Boundaries were delineated for most of the Borough in district-wide local plans in the early 1980s (i.e. the Dacorum District Plan and, for a small area of Nash Mills which was transferred to Dacorum on 1 April 1985 following a local government boundary change, the Three Rivers District Plan). They were reassessed during the preparation of the Dacorum Borough Local Plan. It was concluded that development needs for the period 1986-2001 could reasonably be accommodated within the towns and to a lesser degree the large villages. Consequently no change other than minor*



*adjustments, rectifying local anomalies, was made to the boundaries established in the early 1980s.*

4.8 *However significant changes are required now. The County Structure Plan Review (1991-2011) concluded there are exceptional circumstances warranting revisions to the broad extent of the Green Belt in Hertfordshire. Key changes are:*

- (i) exclusions from the Green Belt on the periphery of Hemel Hempstead, and limited exclusions at Berkhamsted and Kings Langley, in order to meet housing requirements; and*
- (ii) the extension of the Green Belt in the Markyate area in order to divert development pressures emanating from Luton.*

4.9 *This did not mean a general review of all the Green Belt was required in Dacorum. Government advice is that the boundary should endure for as long as can reasonably be foreseen and should only be changed in exceptional circumstances.*

4.10 *No changes have been made at Tring or Bovington. The Council continues to support the principle that the desirable limits of development have been reached: the following statements from paragraph 2.6 in the Dacorum District Plan therefore apply:*

- **Tring**

*“Tring has spread to its readily definable geographical limits formed by Icknield Way in the north, by high quality agricultural land and the Pendley Estate to the east, the edge of the Chilterns Area of Outstanding Natural Beauty in the south and landscape features to the west. These limits should not be breached by extension of the built-up area. Further development would be liable to put a strain on existing services.”*

- **Bovington**

*“The Plan defines the boundary at the confines of existing development. In order to protect the character of the village and avoid a strain on services, the village should not be allowed to expand beyond its existing limits.”*

4.11 *Even at Berkhamsted and Kings Langley where limited changes are proposed, a tight inner boundary to the Green Belt is important. The principles established in paragraph 2.6 of the District Plan continue to be applied: i.e.*

- **Berkhamsted**

- *to prevent coalescence with Bourne End and Dudswell; and*
- *to maintain the skylines of the valley side (and thus the character of this valley town)*

- **Kings Langley**

- *to maintain a rural zone around the village; and*

- to prevent coalescence with Hemel Hempstead

4.12 *The Structure Plan Review (1991-2011) required that Green Belt exclusions at Hemel Hempstead should avoid coalescence with Potten End, Redbourn and other nearby settlements. The Local Plan respects this requirement and seeks the extension of selected neighbourhoods.*

4.13 *The extension of the Green Belt along the A5 transport corridor and Ver valley to the boundary of the Chilterns Area of Outstanding Natural Beauty and to the county boundary with Bedfordshire enables the definition of Markyate as a large village. The boundaries of the Green Belt here are intended to last beyond the timescale of this plan (i.e. beyond 2011) in accordance with Government advice.*

4.14 *Locations where Green Belt boundary changes have occurred are listed and shown in the maps below:*

**(i) Exclusions from the Green Belt**

*Berkhamsted: New Lodge, Bank Mill Lane (Map 1)  
Egerton-Rothersay School, Durrants Lane  
(Map 2)  
Blegberry, Shootersway (Map 2)*

*Hemel Hempstead Rear of Argyll Road and Ninian Road,  
Grovehill (Map 3)  
Between Green Lane and Pancake Lane,  
Leverstock Green (Map 4)  
Manor Estate, Apsley (Map 5)*

*Kings Langley: Land at Kings Meadow (Map 6)  
Watford Road (Map 7)*

**(ii) Addition to the Green Belt**

*Markyate: i.e. between Flamstead and Markyate and to the  
east and north east of Markyate (Map 8)*

4.15 *Designation of land as Green Belt does not take into account the quality of the landscape, although much of Dacorum's Green Belt is scenically attractive.*



**MAP NO. 1 New Lodge, Bank Mill Lane**

————— 1995 Adopted Plan Green Belt Boundary

**Change to 1995 Adopted Plan Green Belt Boundary**

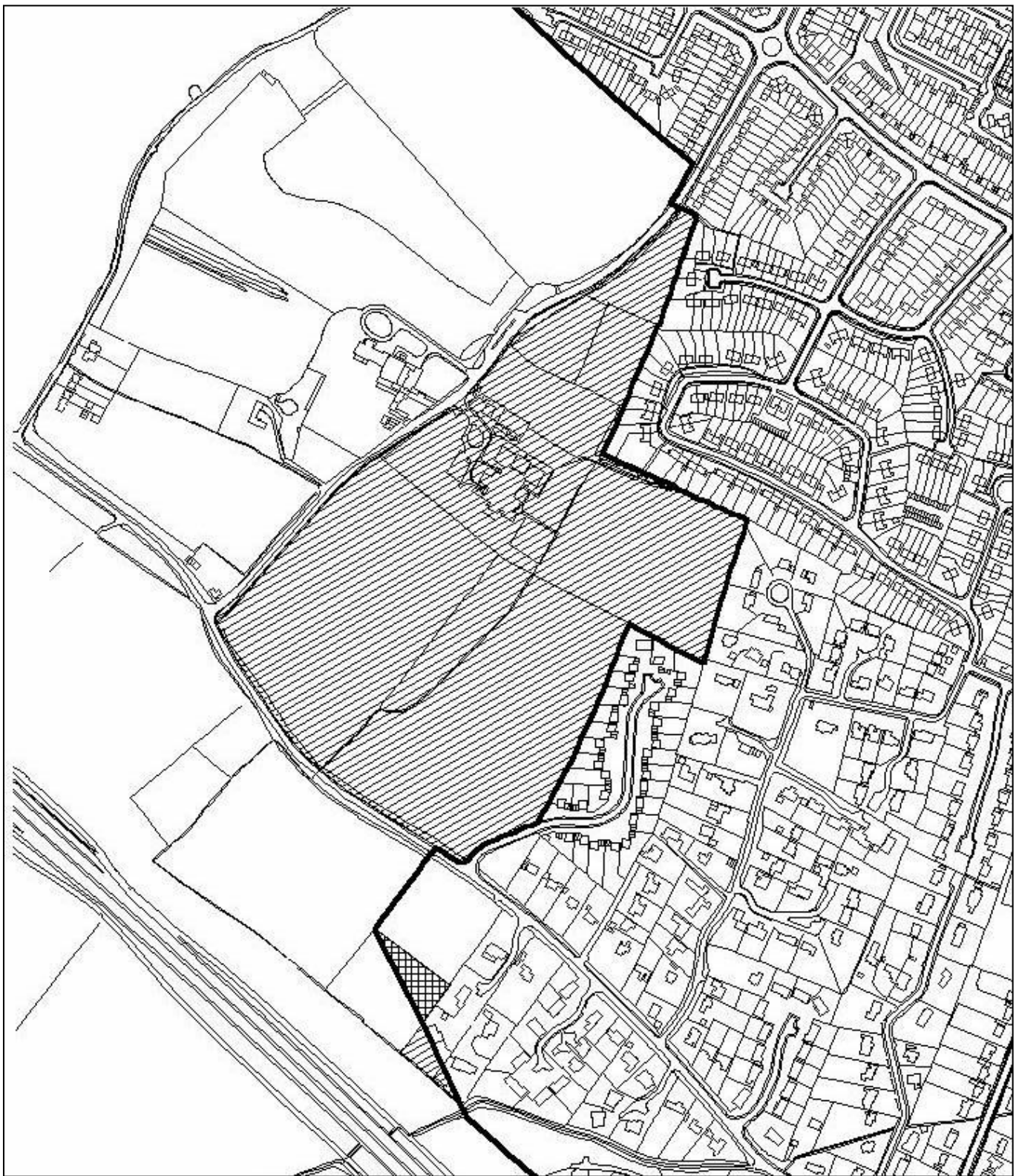
▨▨▨▨▨ Land excluded from the Green Belt

*Note: the Proposals Map shows the current Green Belt boundary*

Scale 1:2,500

▲ North


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**MAP NO. 2**      **Egerton-Rothersay School, Durrants Lane and Blegberry, Shootersway**

————— 1995 Adopted Plan Green Belt Boundary

**Change to 1995 Adopted Plan Green Belt Boundary**

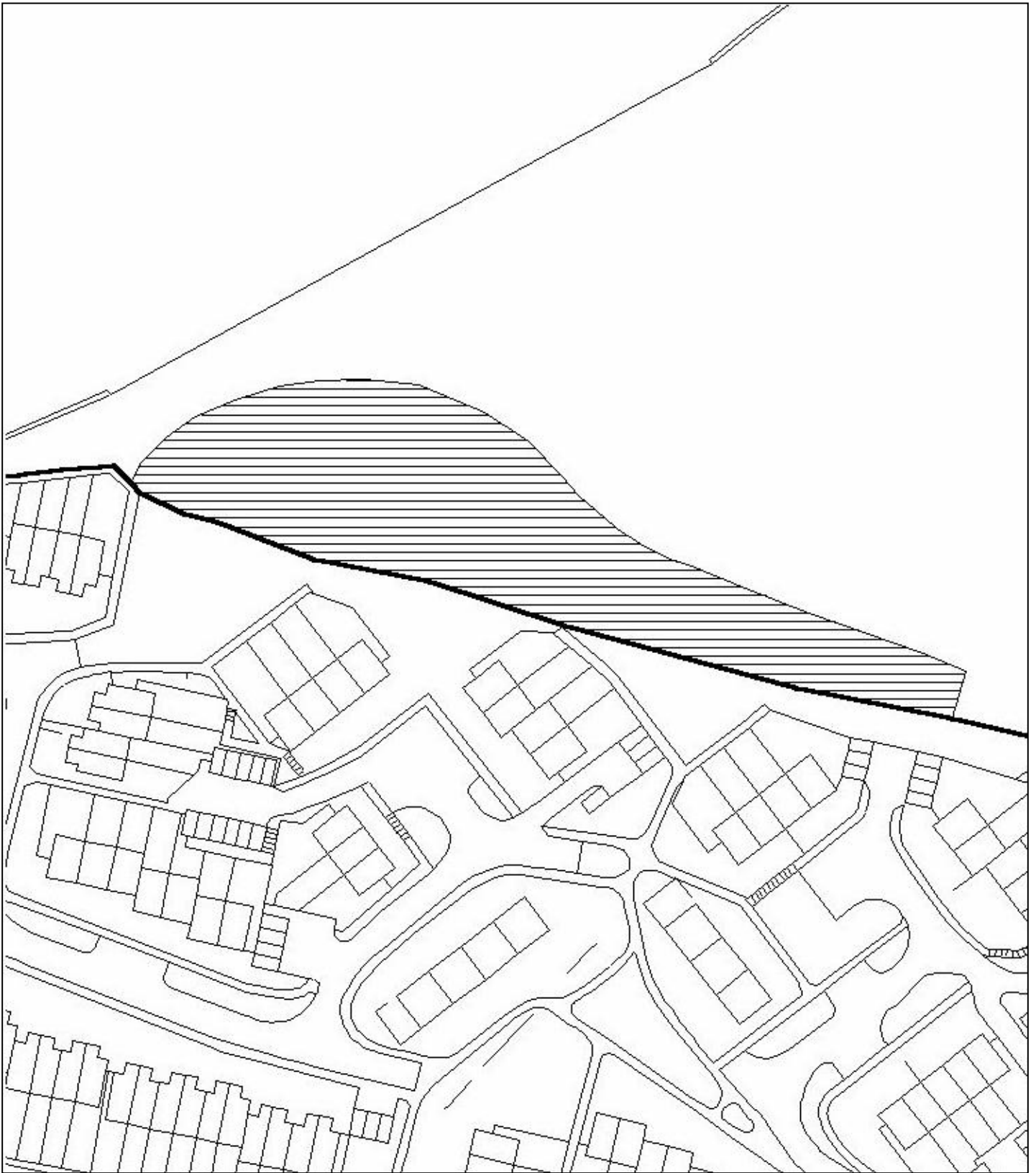
 Land excluded from the Green Belt

 Land added to the Green Belt

Scale 1:5,000      ▲ North

*Note: the Proposals Map shows the current Green Belt boundary*

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**MAP NO. 3 Rear of Argyll Road and Ninian Road, Grovehill**

**—————** 1995 Adopted Plan Green Belt Boundary

**Change to 1995 Adopted Plan Green Belt Boundary**

**=====** Land excluded from the Green Belt

Scale 1:1,000 **▲** North

*Note: the Proposals Map shows the current Green Belt boundary*

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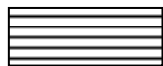


**MAP NO. 4    Between Green Lane and Pancake Lane, Leverstock Green**



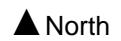
1995 Adopted Plan Green Belt Boundary

**Change to 1995 Adopted Plan Green Belt Boundary**



Land excluded from the Green Belt

Scale 1:2,500



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*Note: the Proposals Map shows the current Green Belt boundary*



**MAP NO. 5**     **Manor Estate, Apsley**

————— 1995 Adopted Plan Green Belt Boundary

Scale 1:5,000     ▲ North

**Change to 1995 Adopted Plan Green Belt Boundary**

▬▬▬▬▬▬ Land excluded from the Green Belt

*Note: the Proposals Map shows the current Green Belt boundary*

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**MAP NO. 6 Land at Kings Meadow**

**—————** 1995 Adopted Plan Green Belt Boundary

Scale 1:2,500 ▲ North

**Change to 1995 Adopted Plan Green Belt Boundary**

**▨▨▨▨▨** Land excluded from the Green Belt

*Note: the Proposals Map shows the current Green Belt boundary*

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**MAP NO. 7      Rear of Watford Road**

**—————** 1995 Adopted Plan Green Belt Boundary

Scale 1:1,500      ▲ North

**Change to 1995 Adopted Plan Green Belt Boundary**

**=====** Land excluded from the Green Belt

*Note: the Proposals Map shows the current Green Belt boundary*


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**MAP NO. 8**      **Between Flamstead and Markyate and to the east and north east of Markyate**

————— 1995 Adopted Plan Green Belt Boundary

**Change to 1995 Adopted Plan Green Belt Boundary**

 Land added to the Green Belt

Scale 1:33,000      ▲ North

*Note: the Proposals Map shows the current Green Belt boundary*

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## **POLICY 5 MAJOR DEVELOPED SITES IN THE GREEN BELT**

The following major developed sites in the Green Belt are identified on the Proposals Map:

- (i) Ashlyns School**
- (ii) Berkhamsted Hill**
- (iii) Bourne End Mills**
- (iv) Bovington Brickworks**
- (v) Bovington Prison**
- (vi) Kings Langley Secondary School**

Limited infill development will be permitted on these sites within the defined areas, identified on the maps in Appendix 2 provided that it complies with the following criteria:

- (a) it has no greater impact on the purposes of including land within the Green Belt than the existing development;**
- (b) it does not exceed the height of the existing buildings;**
- (c) there is no major increase in the developed proportion of the site;**
- (d) it is ancillary to an existing or approved use of the site;**
- (e) it respects the design of existing buildings and does not detract from the appearance of the site; and**
- (f) it does not lead to a significant increase in motorised traffic.**

Partial or complete redevelopment of these sites, particularly sites (iii) and (iv), will also be acceptable subject to the following considerations:

- (a) it makes a positive contribution to the character and appearance of the Green Belt;**
- (b) it has no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it and where possible less;**
- (c) it contributes to the achievement of the objectives for the use of land in the Green Belt as set out in paragraph 1.6 of PPG2;**
- (d) it does not exceed the height of the existing buildings;**
- (e) it occupies an area of the site which is no larger than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity);**
- (f) it respects and retains important existing landscape features;**
- (g) it integrates well with the surrounding area;**
- (h) it would neither require significant additional infrastructure nor overload local facilities such as schools and health care facilities; and**
- (i) it does not lead to a significant increase in motorised traffic.**

**Where partial redevelopment is proposed the applicant will be required to demonstrate that the proposal forms part of a comprehensive long-term plan for the site.**

## Reasons

- 5.1 Within the Green Belt in Dacorum 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 in the Green Belt. However, local planning authorities can identify major developed sites which are suitable for either redevelopment or limited infilling, where they meet the criteria in Annex C of PPG2.

## Background

- 5.2 *Major developed sites in the Green Belt are:*
- *Ashlyns School*
  - *Berkhamsted Hill*
  - *Bourne End Mills*
  - *Bovingdon Brickworks*
  - *Bovingdon Prison*
  - *Kings Langley Secondary School*
- 5.3 *These sites are shown on the Proposals Map. Limited infill development will be permitted within the boundaries shown on the maps in Appendix 2. In this context, infilling means the filling of small gaps between built development on these sites.*
- 5.4 *The following criteria are those under which the above major developed sites have been identified. They:*
- i) are substantial in size;*
  - ii) contain a significant amount and scale of built development;*
  - iii) can accommodate further development without prejudicing Green Belt objectives; and*
  - iv) help to secure economic prosperity or achieve environmental improvement.*
- 5.5 *Bourne End Mills and Bovingdon Brickworks in particular offer the opportunity for environmental improvements through either complete or partial redevelopment. Policy 32 gives further guidance on these employment sites. Schemes should not prejudice the objectives of including the site in the Green Belt by meeting the criteria set out in the above policy. Where buildings are to be demolished, pending decisions about redevelopment of the site, a record of the floorspace, open space between buildings and areas of hardstanding should be made and agreed with the planning authority.*

- 5.6 *Any proposals for the partial redevelopment of any of the major developed sites should be accompanied by a comprehensive long term plan for the site as a whole.*
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## **POLICY 6 SELECTED SMALL VILLAGES IN THE GREEN BELT**

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

- (a) the replacement of existing buildings;**
- (b) small-scale residential infilling, which does not create more than two extra dwellings and which, the applicant can prove, meets a local need of the village or adjoining countryside (new dwellings so provided will be subject to a planning condition or planning obligation so that local need can continue to be met in the future);**
- (c) conversion of houses into flats;**
- (d) house extensions;**
- (e) development for uses closely associated with agriculture, forestry and open air recreation occurring in that part of the Green Belt, and which cannot practicably be located elsewhere;**
- (f) development for local services needed in that part of the Green Belt, and which cannot practicably be located elsewhere; and**
- (g) local facilities meeting the needs of the village.**

**Each development proposal must satisfy the following criteria:**

- (i) the development will be sympathetic to its surroundings (which includes the adjoining countryside) in terms of local character, design, scale, landscaping and visual impact; and**
- (ii) no feature essential to the character and appearance of the village will be adversely affected.**

### Reasons

- 6.1 Chipperfield, Flamstead, Potten End and Wigginton are primarily residential communities providing homes for several hundred people or more. In order to preserve the Green Belt they will not be enlarged. However, the villages have been selected as places where limited development is possible without serious environmental detriment. This development is restricted to minor housing proposals and facilities to meet local needs (i.e. for those

people needing to live and/or work in the Green Belt) so that the character of the villages and Green Belt location is protected.

### *Background*

- 6.2 *The villages of Chipperfield, Flamstead, Potten End and Wigginton are defined on the Proposals Map for the purposes of this policy. The identification of local needs and services essential to the village communities will be assisted by village appraisals where undertaken by Parish Councils. Appraisals are likely to cover an area wider than the village as defined for the purposes of Policy 6. Local affordable housing needs will normally be established by household survey (ref. Policy 25). Development permitted under clauses (a), (c) and (d) of Policy 6 will be subject to the lowest threshold in Policy 20 'Affordable Housing'.*
- 6.3 *Green Belt notation is carried across the villages on the Proposals Map. In the context of paragraph 2.11 in Planning Policy Guidance Note 2: 'Green Belts', they may be described as infilling villages, but only for very limited categories of development - i.e. essential local services and facilities, agricultural/forestry workers' dwellings and local affordable housing.*
- 6.4 *Flaunden, Bourne End, Rucklers Lane and other small settlements within the Green Belt are subject to the severe constraints of normal Green Belt policy (i.e. Policy 4). Policy 6 does not therefore apply.*
- 6.5 *Village design statements (which offer more detailed guidance for assessing the design of development proposals) may be undertaken by local communities in order to help retain and reinforce the distinctiveness of small villages. Useful guidance on this matter is available in the Chilterns Buildings Design Guide, even for villages outside the Area of Outstanding Natural Beauty (ref Background to Policy 97). Successful village design statements may be adopted by the Council as supplementary planning guidance.*

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## **POLICY 7 THE 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 is consistent with sustainable development principles.**

**Existing buildings may be reused in the following circumstances:**

- (i) **existing large residential buildings in extensive grounds for hotel purposes (Policy 92); and**
- (ii) **rural buildings under the conditions specified in Policy 110.**

**New building will not be permitted in the Rural Area, except for:**

- (a) **small-scale building for the above uses, which has no significant impact on the character and appearance of the countryside;**
- (b) **the replacement of existing houses under Policy 23;**
- (c) **extensions to houses under Policy 22;**
- (d) **developments at the selected small villages under Policy 8; and**
- (e) **small scale development or redevelopment on land with established employment generating uses under Policy 34.**

#### Reasons

- 7.1 The countryside in the Rural Area is an attractive 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 of people in whose enterprise and 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.

#### *Background*

- 7.2 *The Rural Area lies beyond the Metropolitan Green Belt around London. It has a different role to the Green Belt.*
- 7.3 *The Council's policy is consistent with Government advice in Planning Policy Guidance Note 7: 'The Countryside - Environmental Quality and Economic and Social Development'. Councils should encourage rural enterprise, strengthen rural communities, conserve and improve the landscape and wildlife habitats, safeguard the best agricultural land, protect other non-renewable resources and encourage opportunities for recreation: the countryside should be safeguarded for its own sake, and therefore appropriate uses encouraged and buildings refurbished (Policy 7). Most*

*rural residents in Dacorum work and find services in nearby towns, but essential local services should normally be provided where they can best meet the needs of the rural community. To avoid spasmodic new building and help limit car usage, development is directed to the small villages (Policy 8). Exceptions may be made to the normal control of housing development in order to cater for important local needs (Policies 24 and 25).*

- 7.4 *Government guidance promotes greater flexibility in the re-use of farm buildings and the diversification of economic activities on farms to support a vibrant and diverse rural economy. Farm diversification is becoming increasingly necessary for farms to survive and may not be limited to activities which relate to traditional land uses but can include appropriate workshop uses, offices and various forms of leisure and tourism.*
- 7.5 *While promoting rural diversification, the Government gives priority to the re-use of buildings so that the need for and impact of new buildings in the countryside can be reduced. Any development for diversification in the rural area must be in scale and character with its rural location and must also meet the sustainability objectives set out in the plan.*
- 7.6 *It is important that diversification proposals are well-founded in that they make an effective contribution to the farm business and the rural economy. This can be achieved through preparation of a Farm Business Plan which can be submitted to support a planning application. Further advice can be sought from the Department of the Environment, Food and Rural Affairs.*

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## **POLICY 8 SELECTED SMALL VILLAGES IN THE RURAL AREA**

**Small-scale development for housing, employment and other purposes will be permitted in Aldbury, Long Marston and Wilstone, provided that it:**

- i) helps to maintain the vitality of the settlement and/or the surrounding rural area; and**
- ii) causes no damage to the existing character of the village and/or the adjoining countryside.**

### **Reasons**

- 8.1 In the context of the Rural Area, Aldbury, Long Marston and Wilstone are significant settlements; they provide homes for several hundred people and contain important services and facilities which need to be maintained. The villages are attractive yet suitable locations in which to accommodate sensitively designed development in the long-term interests of the rural community and thus the countryside.



## *Background*

- 8.2 *The villages of Aldbury, Long Marston and Wilstone are defined on the Proposals Map for the purposes of this policy. The identification of local needs and services essential to the village communities will be assisted by village appraisals where undertaken by Parish Councils. Appraisals are likely to cover an area wider than the village as defined for the purposes of Policy 8. In deciding whether development is small scale, the Council will need to consider the particular proposal, the specific site and the characteristics of the relevant village. Local affordable housing needs may be established by household survey (ref. Policy 25).*
- 8.3 *As Aldbury is the only one of the three villages that falls within the Chilterns Area of Outstanding Natural Beauty and has a higher proportion of listed buildings than the other settlements, development opportunities are likely to be more limited. Special regard will need to be had to its character and setting in the siting and design of any new development.*
- 8.4 *The policy accords with Policy 6 in the Structure Plan Review (1991-2011) which accepts such villages accommodating a limited amount of development.*
- 8.5 *Great Gaddesden, Little Gaddesden, Nettleden, Jockey End and other small settlements within the Rural Area are subject to normal Rural Area policy (i.e. Policy 7 in this plan). Policy 8 of this plan does not therefore apply to these settlements.*

*Village design statements (which offer more detailed guidance for assessing the design of development proposals) may be undertaken by local communities in order to help retain and reinforce the distinctiveness of small villages. Useful guidance on this matter is available in the Chilterns Buildings Design Guide, even for villages outside the Area of Outstanding Natural Beauty (ref Background to Policy 97). Successful village design statements may be adopted by the Council as supplementary planning guidance.*



**SECTION 2**  
**URBAN STRUCTURE**



## **POLICY 9 LAND USE DIVISION IN TOWNS AND LARGE VILLAGES**

**Berkhamsted, Hemel Hempstead, Tring, Bovington, Kings Langley and Markyate have been divided into:**

- (a) residential areas;**
- (b) General Employment Areas;**
- (c) town centres and local centres;**
- (d) open land areas.**

**The divisions are shown on the Proposals Map.**

**In residential areas:**

- (i) appropriate residential development is encouraged.**
- (ii) change of use to residential is normally acceptable.**
- (iii) compatible non-residential development for small-scale social, community, leisure and business purposes is acceptable.**
- (iv) the introduction or intensification of incompatible non-residential development will be resisted.**

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

**In town centres and local centres:**

- (i) a mix of uses, normally including housing and social and community uses, is sought.**
- (ii) shopping (including financial and professional services and catering establishments) is encouraged.**
- (iii) compatible leisure uses are encouraged.**
- (iv) business use, including offices, is normally acceptable.**
- (v) shopping and business development will be controlled, however, to enable a broad range of uses to be maintained or achieved.**
- (vi) a high density of development, linked to the achievement of transport objectives, is generally supported.**

- (vii) the mixed use of individual buildings is generally encouraged.**

**In open land areas:**

- (i) the primary planning purpose is to maintain the generally open character.**
- (ii) uses which are open in character and serve education, leisure or nature conservation purposes will be retained and encouraged.**
- (iii) existing incompatible lawful uses will be allowed to remain unless the harm they cause to the proper planning of the area requires their cessation or relocation, but new incompatible uses will normally be refused.**
- (iv) land may be used for essential utility services, if no other location is available.**
- (v) ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use will be guided and controlled through the criteria in Policy 116.**

**Each type of area will contain a mix of uses:**

- (i) town and local centres are characterised by their mix of uses (see Policy 39 also).**
- (ii) other types of area contain primary and subordinate uses. Subordinate uses will be acceptable and will be protected, if they support the functioning of the primary uses and if they constitute a normal expectation of that type of area (for example, social and community facilities under Policies 67 and 68). Significant subordinate uses are listed in Policy 31 for General Employment Areas.**
- (iii) new mixed use developments will be supported in town and local centres, and also in residential areas and employment areas where they would constitute the most sustainable form of development and would not conflict with other policies in the Plan.**

Reasons

- 9.1 The policy amplifies the development strategy in respect of locations in the Borough where most development opportunities will arise. The divisions establish the broad character and primary use of different parts of the towns and large villages. They give a broad indication of the areas available for housing, commercial and other development and for open uses for leisure

and education. The contribution each area should make to the prosperity, welfare and quality of life in the settlement and thus the Borough is indicated (with further necessary detail being given elsewhere in the plan).

### *Background*

- 9.2 *Areas have been defined and distinguished from one another having regard to the following principles:*
- (i) the Green Belt forms the outer boundary of each settlement;*
  - (ii) internal boundaries are usually taken along roads or the railway or distinct breaks in primary land use to basically give*
    - residential areas: having a predominantly residential use;*
    - General Employment Areas: comprising business, industry and warehousing uses (with generally no retailing and no residential use, despite exceptions);*
    - town and local centres: having mixed commercial uses and most of the significant shopping floorspace.*
    - open land areas: including education and leisure space owned by the Borough or County Council, private playing fields, woodland, existing water areas, nature conservation sites and other open land. Open land includes subordinate buildings such as canalside cottages and school classrooms. Only contiguous space of over 1 hectare which forms part of an Open Land Strategy is included. Definitions are amplified and the open land strategies for each town and large village explained in the background to Policy 116;*
  - (iii) out of centre retail developments listed in Policy 44 are separately identified*
  - (iv) important roads and the railway are not included in the allocations;*
  - (v) boundaries reflect both existing land use patterns and planned uses, and are usually taken to curtilage boundaries;*
  - (vi) in the case of town and local centres, property behind the frontage is included in the centre if its access is through the frontage.*
- 9.3 *The policy establishes a framework of areas within which the appropriate mix of uses is encouraged, and as such is consistent with Government advice on mixed use in Planning Policy Guidance Note 1: 'General Policy and Principles'.*
- 9.4 *It is inevitable that all types of area will contain small parcels of "non-conforming" uses. The purpose of the policy is not to disturb these uses*

*unnecessarily, but rather to achieve a broad land use pattern guided by a set of policy principles and objectives.*

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## **POLICY 10 OPTIMISING THE USE OF URBAN LAND**

**Vacant or underused land and buildings should be brought into the appropriate use(s) as soon as practicable through new building, conversion, adaptation or other alteration.**

**Temporary uses will be permitted in the interim provided they are compatible with the character of the surrounding area and would not prejudice the achievement of any specific proposal in the plan or any other appropriate permanent use of the site. Policy 117 applies to the interim use of green field sites reserved for future development.**

**Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:**

- (a) All development must be planned and implemented in a co-ordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible.**
- (b) General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan.**
- (c) The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes.**
- (d) Development should be accessible by a range of transport options, including passenger transport.**

**In particular, building development will be permitted if it :**

- (i) makes optimum use of the land available, whether in terms of site coverage or height; or**
- (ii) contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or**
- (iii) does not prevent other land coming forward for development in the future; or**



- (iv) **helps to achieve a comprehensively planned development framework.**

**Building development may be implemented in phases, provided each individual phase:**

- (i) **is designed so that it can be integrated within the wider development framework;**
- (ii) **does not inhibit the implementation of later phases of the development; and**
- (iii) **complies with all relevant design and environmental policies of the Plan and would not frustrate the objectives of providing an appropriate level of affordable housing in accordance with Policy 20.**

#### Reasons

- 10.1 A key objective of the County Structure Plan Review (1991-2011), and an important principle underlying this plan, is to secure the effective use and regeneration of urban land. The process of reuse, conversion, rebuilding and new building must therefore be managed to this end. Land assembly and planning should deliver comprehensive and co-ordinated schemes which enhance the urban environment. A piecemeal approach should be avoided because it often misses opportunities and creates mediocre urban design, and may lead to poor management of land. Poor design (for example of parking areas and open space) and poor management could result in inefficiency, underuse and poor environmental conditions. It is important to secure agreement over management of public and communal areas and other matters (for example green travel plans). Building density can generally be increased in centres, General Employment Areas and residential areas, while achieving a high quality of urban environment. Shared facilities, particularly visitor and workforce car parking, can reduce overall demands for land. Temporary uses may be beneficial in the short term; in particular, they may sustain usage of land until the planned or preferred development becomes viable in the longer term. A policy of optimising land use allows for differences in the intensity of different activities, for example between open land and town centres and within open land between playing fields and a nature reserve.
- 10.2 Without effective use, the land resource is wasted and greater pressure placed on green field sites, particularly in the Green Belt, to cater for development needs.

*Background*

10.3 *The policy is consistent with Government advice that:*

- (a) full and effective use is made of land within urban areas (for example in Planning Policy Guidance Note 3: 'Housing'); and*
- (b) urban regeneration and the reuse of previously developed land underlie the creation of a more sustainable pattern of land use and development (Planning Policy Guidance Note 1: 'General Policy and Principles').*

**SECTION 3**  
**DEVELOPMENT CONTROL**



## **POLICY 11      QUALITY OF DEVELOPMENT**

**A high standard is expected in all development proposals.**

**Applicants will be required to provide sufficient information and appropriately detailed plans to enable the Council to judge the full impact of the development proposal. Special impact studies or environmental assessments may be required in some cases.**

**Development will not be permitted unless:**

**(a) it is appropriate in terms of:**

- layout**
- site coverage**
- design**
- scale**
- bulk**
- height**
- materials**
- landscaping**

**on the site itself, in relation to adjoining property and in the context of longer views;**

- (b) it retains and supplements important trees and shrubs, and where relevant includes measures to enhance the local landscape;**
- (c) it respects the townscape, density and general character of the area in which it is set;**
- (d) it avoids harm to the surrounding neighbourhood and adjoining properties through, for example, visual intrusion, loss of privacy, general noise and disturbance;**
- (e) it retains, does not adversely affect and where appropriate enhances important landscape, natural, ecological, historical or architectural features;**
- (f) it provides a satisfactory means of access that will not cause or increase danger to pedestrians, cyclists and other road users;**
- (g) the traffic generated would neither compromise the safe and free flow of traffic on the existing road network nor have a detrimental impact on the safety of other road users or on the amenity of the area;**
- (h) it provides sufficient parking and space for servicing;**

- (i) it meets reasonable requirements for access by people with disabilities;
- (j) it avoids harm arising from pollution in all its forms, including air, water, noise and light pollution. In particular there should be no detrimental effect on air quality in sensitive areas (especially where traffic related air pollution problems arise);
- (k) in the Green Belt and Rural Area, it is located in a suitable landscape setting or is well-related to an existing group of buildings.

Reference should also be made to Appendices 3-8 of this Plan and to supplementary planning guidance covering Environmental Guidelines.

#### Reasons

- 11.1 Any development brings about change, whether on a very small and incremental scale or on a large scale. This needs to be carefully controlled so that the environment is protected. New development should also make a positive contribution and enhance the environment.

#### Background

- 11.2 *The Council judges proposals through its development control procedures. Planning applications may be detailed or in outline only. Outline applications showing the site and possibly an indicative layout, are generally acceptable as the basis on which to judge the principle of a building development, details being considered at a later stage. Fully detailed applications are otherwise appropriate from the outset, and should enable the Council to satisfy itself in respect of all of the relevant criteria in Policy 11 and any other material considerations. Detailed applications are usually essential for any significant scheme in a sensitive location, for example a conservation area. Detailed plans are required for any scheme for Listed Building Consent (see Policy 119) or Advertisement Consent (see Policy 112). Apart from plans drawn to scale, additional supporting information may be required, for example to assess the numbers of people employed on or using the site, the traffic generated and necessary roadworks, the effect on trees, etc.*
- 11.3 *For major schemes in sensitive locations an applicant may be required to submit an Environmental Statement under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 as amended.*
- 11.4 *It is normal policy to consult interested organisations and appropriate individuals on development proposals. The views expressed then contribute to the assessment of the proposal.*

- 11.5 *Planning applications often raise important environmental and ecological (i.e. “green”) issues (such as pollution, water and energy conservation and the need to conserve non-renewable natural resources). Government and Structure Plan policy recognises the need to achieve “sustainable development” and wider environmental and ecological impact is a central consideration in this respect. Development in the Borough is expected to contribute towards the sustainability objectives set out in Policy 1: Sustainable Development Framework. Also the Council has adopted a “Statement of Environmental Aims and Objectives” as a set of ideals, towards which it intends to make progress in all its corporate, regulatory and other decision-making activities. The Council is committed to an agenda for action on the environment and sustainability in conjunction with other partners and will see to further the aims contained in this agenda and the Statement of Environmental Aims and Objectives through its role as local planning authority within the limits of its powers.*
- 11.6 *As national policy, practice and legislation develops in the environmental field, the Council will take every reasonable opportunity to bring the wider environmental considerations to bear in its development control decisions.*
- 11.7 *Applicants will be required to complete a sustainability statement for most types of development, taking into account the relevant sustainability criteria set out in Appendix 1. Further development of the monitoring process may require additional environmental information from applicants in any review of this plan.*
- 11.8 *A particular issue of current concern is the effect of new development on air quality. For example, road related development and some types of industry can increase polluting emissions and harm air quality. The Environment Act 1995 places a duty on local authorities to review and assess air quality within their districts. Those areas that are expected to exceed national guidelines for pollutants in 2005 will be deemed Air Quality Management Areas, and a strategy will need to be devised by the Local Authority to reduce pollution accordingly. Determination of any areas in Dacorum will follow the review and assessment process that commenced in April 1998. If pollutant concentrations in any areas are close to, or exceed limit values, then any proposed development likely to further increase concentrations should be assessed. Developers will be required to submit a report demonstrating the likely effect on air quality. Those developments with a detrimental effect should not be permitted. Supplementary guidance will give details of any sensitive areas, as well as those types of development likely to affect air quality adversely.*
- 11.9 *Lack of local (as opposed to strategic) capacity for water supply and sewerage should not be a reason for withholding planning permission, since (under the Water Industry Act 1991) developers are obliged to pay charges to the undertakers involved to provide the infrastructure that is necessary to serve new development. However development will only be granted where there is sufficient existing capacity, or where it can be*

*provided in the plan\_period. Regard should be had to Policy 12: Infrastructure Provision and Phasing.*

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## **POLICY 12 INFRASTRUCTURE PROVISION AND PHASING**

**In considering all applications for development, the Council will take into account the capacity of existing and potential infrastructure, including public transport, water and sewerage, other utilities and social infrastructure to absorb further development.**

**Development will be permitted where it can be clearly demonstrated that the necessary infrastructure already exists or can be provided, at reasonable cost and without adverse economic, environmental or social impact, prior to the occupation of the development.**

**Planning permission will be granted, where required, for the provision of new infrastructure or utilities as long as:**

- (a) it can be provided in a sustainable manner without causing harm to the environment of the surrounding area or the amenity and/or safety of nearby occupiers or the public at large;**
- (b) there are adequate access and servicing arrangements; and**
- (c) it would not conflict with other policies of the Plan.**

### Reasons

- 12.1 Any development, large or small, adds to the demands placed upon the supporting infrastructure and local services. Undue pressures on these should be avoided to ensure there are no significant adverse impacts on local amenity or public safety. Incremental development also adds to overall pressures and needs to be taken into account over the plan period.

### *Background*

- 12.2 *The adequate provision of a range of infrastructure and local services helps to ensure the environmental, economic and social well-being of the community. Development proposals will need to be considered against the capacity of local utilities, particularly sewers and sewage treatment. There will be instances where improvements to the infrastructure will be required in association with new development. Consultation with the appropriate bodies, e.g. Environment Agency, will be undertaken when considering development proposals and development briefs.*
- 12.3 *Impact on the local community is also felt in the provision of local services, including education, health services and passenger transport. Development will only be permitted where these services are available or where they can*



*be provided within a reasonable timescale. Hertfordshire County Council and the Primary Care Trust will therefore be consulted where necessary. Where improvements are required commuted sums may be sought.*

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## **POLICY 13 PLANNING CONDITIONS AND PLANNING OBLIGATIONS**

**Planning conditions and planning obligations will be used where necessary to control and meet the adverse effects of development proposals, including those relating to:**

- (a) the form and mix of development;**
- (b) its timing and satisfactory completion of essential elements;**
- (c) the occupation of the completed development;**
- (d) permitted development rights; and**
- (e) the contribution the development should reasonably make to the environment and to the social and physical infrastructure of the area (whether on the development site itself or nearby).**

**Planning obligations will often require the developer to undertake works relevant to their proposal. They may also require financial contributions to be made towards the provision or improvement of related facilities, services or infrastructure. Financial contributions in lieu of works may be acceptable in certain limited circumstances.**

### Reasons

- 13.1 This form of control is necessary to allow development to be properly implemented in the public interest, and to ensure that the disbenefits and off-site costs of development are not imposed on the local community without adequate recompense. A judgement about the particular need for control must be made for each development proposal, whether a major one or not. Even a small change can be adverse, whether simply on its own or through the addition of other similar small changes. The incremental effect of small development proposals can overreach the capacity of the infrastructure - for example affecting safe conditions for pedestrians to cross an adjoining road or traffic delays on a nearby junction. It may therefore be reasonable that even some small development schemes make suitable contributions to new thresholds of infrastructure capacity.

### *Background*

- 13.2 *The Government recognises in Planning Policy Guidance Note 1: 'General Policy and Principles' that "sensitive use of planning conditions can improve*

*development control and enhance public confidence in the planning system." Conditions will be applied to most developments, following Government advice that they should be precise, reasonable, relevant, necessary and enforceable. Planning law conveys permitted development rights which it is sometimes necessary to remove by planning condition; this enables the Council to control subsequent development on the site.*

- 13.3 *Planning obligations are appropriate in circumstances where planning conditions would not be valid or enforceable, yet special controls are needed to secure the best use of land and a properly planned environment.*
- 13.4 *Planning obligations may take the form of a legal agreement between the local planning authority and the developer (and sometimes other parties) or a unilateral undertaking by the developer. A unilateral undertaking is most likely to arise at an appeal when the developer and local planning authority cannot reach agreement.*
- 13.5 *Government Circular 1/97 gives guidance on the use of planning obligations. What is required from the obligation must be reasonable and fairly related in kind and scale to the proposed development. The Council's approach is that it must be certain that what is required:*
- (a) is needed to allow the development to go ahead; or*
  - (b) will contribute to the cost of providing the necessary facilities; or*
  - (c) is so directly related to the proposed development and the use of land afterwards that permission ought to be refused without it; or*
  - (d) is designed to secure an acceptable balance of uses; or*
  - (e) will secure the implementation of local plan policies for a particular area; or*
  - (f) is intended to offset the loss of a particular resource on the site (or offset the damage to the resource).*
- 13.6 *Provided they fit into the context of the Government advice above, planning obligations have a wide applicability. A developer may meet an obligation by undertaking works, by agreeing to limit the use of the development or by making a financial contribution, depending upon the particular circumstances of the case. Examples of the most common instances where planning obligations will be used include the following:*
- (i) to secure off-site roadworks including traffic calming and traffic reduction measures;*
  - (ii) to seek contributions towards the provision of new highways;*
  - (iii) to control the provision and subsequent management of car parking;*

- (iv) *to enable the provision or improvement of cycle routes, bridleways and footpaths and associated facilities;*
- (v) *to secure the provision or improvement of passenger transport facilities and services;*
- (vi) *to secure the provision and subsequent management of parks, playing fields and amenity open space;*
- (vii) *to secure provision and/or improvement of social, educational, recreational, sporting or other community facilities;*
- (viii) *to secure the provision of affordable housing and to control its subsequent occupation.*

13.7 *Financial contributions may be accepted instead of works in circumstances where:*

- (i) *public authorities can reasonably accommodate the infrastructure works within their own work programmes, budget commitments and future plans; or*
- (ii) *funding is offered for future infrastructure or facilities which are not scheme specific; or*
- (iii) *the developer offers a suitable alternative approach.*

13.8 *Legal agreements with the local planning authority or unilateral undertakings may not be appropriate if other legislation can be applied. For example, the Water Act enables a water or sewerage undertaker to charge developers for the demands placed on infrastructure capacity by new domestic developments; in this case planning conditions, requiring any necessary programme of works to be agreed with the undertaker(s) and controlling the time of development, will normally be sufficient.*



**SECTION 4  
HOUSING**



## **POLICY 14 HOUSING STRATEGY**

**Provision will be made for a net increase in housing so that the requirement in the County Structure Plan Review (1991 - 2011) for 7,200 additional dwellings in Dacorum between 1 April 1991 and 31 March 2011 is met.**

**This will be achieved by:**

- (a) retaining existing dwellings (Policy 15); and**
- (b) developing more new dwellings during the plan period.**

**New dwellings will be provided:**

- (i) on the basis of the housing programme (Policy 16) through:**
  - new building and**
  - the conversion of existing buildings (Policy 19);**
- (ii) in order to meet housing needs relating to:**
  - size (Policy 18); and**
  - affordability (Policy 20);**
- (iii) at locations in accordance with the development strategy (Policies 2-4 and 6-8) but particularly in residential areas in the towns and large villages (Policy 9);**
- (iv) at suitable densities (Policy 21); and**
- (v) subject to phasing (Policy 17).**

**The Council will also seek to bring empty housing back into use, particularly through measures it can take as a housing authority.**

### **Reasons**

- 14.1 The housing strategy is an ordered approach to the provision of new dwelling units, at the level required by the County Structure Plan Review (1991-2011).
- 14.2 Reducing the number of vacant dwellings does not directly contribute to the County Structure Plan Review target, but makes better use of the existing dwelling stock and helps to provide more homes.

## *Background*

- 14.3 *The adopted County Structure Plan Review (1991-2011) provides for a net increase in dwellings of 65,000 between 1991 and 2011 for the county as a whole. This is based on the consideration of a number of factors, including:*
- (i) the environmental constraints of accommodating additional housing in the county;*
  - (ii) demographic projections;*
  - (iii) Regional Planning Guidance for the South East (RPG9: March 1994) which recommended the provision of 3,333 additional dwellings in Hertfordshire each year between 1991 and 2006.*
- 14.4 *The target of 65,000 net additional dwellings addresses the projected increase of the resident population within the county and the more rapid increase in the number of households. The latter is due to a variety of social trends including the ability of young people to move from the parental home and start their own household, the increasing number of elderly people who continue to live independently in their own houses, the growing proportion of single people and marriage breakdown.*
- 14.5 *The target is lower than the level of provision suggested by both demographic projections of household numbers and the Government's Regional Planning Guidance for the South East (RPG 9: March 1994) which implies a figure of 66,660. However, it is assumed that the gaps will be effectively bridged by a reduction in the level of vacant homes across the county in line with general Government policy.*
- 14.6 *The proportion of vacant (and second home) properties in the county is 2.2% (2001): Dacorum's rate is lower at 2%. Nevertheless the Council is attempting to reduce the vacancy rate in the Borough to make the best use of the housing stock. Levels of vacancy in the public sector are kept low, around 1%. The Council, as housing authority, provides advice to private owners and operates a renovation grant scheme: the Council is currently targeting owners of long term vacant property in the private sector, to encourage them to bring their housing back into use.*
- 14.7 *More recent forecasts for the county and the South East region suggest further population and household increases. The implications these are reflected in new Regional Planning Guidance, which supersedes the Guidance issued in March 1994. Policy H2 in RPG9: March 2001 states that development plans should make provision for net additional dwellings to achieve 3,280 dwellings per annum in Hertfordshire. This level applies to the period 2001-2006 and thereafter, until such time as any different rate is adopted (following a review of the Guidance).*
- 14.8 *Government guidance in PPG3: Housing issued in March 2000 introduces a sequential test for releasing land for housing development. The simple*



*presumption is that previously developed sites (or buildings for reuse or conversion) should normally be used before greenfield sites. Planned extensions to existing urban areas are likely to be the next most sustainable option after building on appropriate sites in urban areas.*

- 14.9 *The County Structure Plan Review (1991-2011) predates this Guidance but has the same basic principles (as does the Schedule of Housing Proposals Sites in the local plan). It refers to the major contribution to housing provision being made by a process of 'planned regeneration' within the settlements of Hertfordshire, chiefly through infilling, conversion of buildings and the reuse of old industrial areas no longer needed for employment. While other minor development opportunities may be agreed in district local plans, the County Council accepted that:*
- (i) urban regeneration would not meet all housing requirements; and*
  - (ii) strategic housing development (i.e. planned urban extensions) would be necessary at Stevenage and Hemel Hempstead.*
- 14.10 *3,600 dwellings are proposed on land west of Stevenage during the Structure Plan period to 2011. 1,000 dwellings are proposed on the periphery of Hemel Hempstead to be spread among a small number of locations.*
- 14.11 *The allocation of new housing provision to Dacorum (i.e. 7,200 net additional dwellings) effectively strikes a balance between meeting the Borough's projected household growth and the impact of housing development on the environment.*
- 14.12 *This level will not meet the projected population and household growth generated within the Borough in the plan period, and some households will have to move out of the district for accommodation. There will also be a significant implication for the type of housing to be provided. The pressure for affordable and special needs housing will be relatively strong (because normally it must be provided where the needs arise, as those in need tend to be less mobile).*
- 14.13 *The County Structure Plan Review (1991-2011) is also concerned that housing needs should be met within the total provision level. The contribution that adaptation, management and best use of the existing housing stock can make is very important. There are many households in Hertfordshire who have difficulty in finding suitable and affordable accommodation, such as:*
- (a) households with physical disabilities and special needs e.g. the elderly and people with learning difficulties; and*
  - (b) households unable to afford housing on the open market (i.e. they need "affordable housing").*
- 14.14 *Policy 10 in the County Structure Plan Review requires local plans to include affordable housing targets within the overall district allocations.*

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## **POLICY 15 RETENTION OF HOUSING**

**The loss of housing land and dwellings will not be permitted except:**

- (a) within General Employment Areas (subject to any specific provisions in Policy 31);**
- (b) within residential areas where:**
  - (i) essential small scale social, community or leisure facilities would be provided; and**
  - (ii) suitable alternative non-residential properties are not available;**
- (c) within town centres and local centres where:**
  - (i) the units cannot reasonably be made self-contained; and**
  - (ii) the site offers a very poor environment for residential accommodation; or**
- (d) where overriding planning advantages would result.**

### **Reasons**

- 15.1 The cornerstone of the housing strategy, and basis for a net increase in dwellings, is the retention of existing residential sites and accommodation. Indeed, many new dwellings are provided through the reuse of existing residential sites and buildings. Circumstances seldom warrant the release of residential sites to other uses. It is only in General Employment Areas that environmental conditions and the need for employment-related development normally rule out residential uses.

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## **POLICY 16 SUPPLY OF NEW HOUSING**

**New housing will be provided through the programme of development set out below:**

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<b>20 year Structure Plan requirement 1.4.91 - 31.3.2011</b>	<b>7,200</b>
<b>10 year completions 1.4.91 - 31.3.01</b>	<b>3,423</b>
<b>Remaining 10 year Structure Plan requirement</b>	<b>3,777</b>

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**10 year programme 1.4. 01 - 31.3.2011:**

<b>1. Identified Sites:</b>	<b>2,542</b>
<b>Identified new build sites for 5 or more dwellings (Parts I and II of the Schedule of Housing Proposal Sites)</b>	
<b>2. Unidentified Sites:</b>	<b>1,265</b>
<b>Assumed supply of unidentified sites     through the reuse of employment land</b>	<b>267</b>
<b>Assumed supply of unidentified sites up to 1 hectare comprising new build schemes and conversions:</b>	
• <b>In established residential areas of the     towns and large villages;</b>	<b>706</b>
• <b>In designated town and local centres of     the towns and large villages; and</b>	<b>77</b>
• <b>In the selected small villages and     countryside</b>	<b>145</b>
<b>Other windfall sites</b>	<b>70</b>
<b>3. Less assumed loss of dwellings in non-residential development schemes</b>	<b>30</b>
<hr/> <b>TOTAL</b> <hr/>	<hr/> <b>7,200</b> <hr/>

**The contribution of sites in Part II of the Schedule of Housing Proposal Sites to the housing programme and the development of any unidentified greenfield sites will be controlled under Policy 17.**

**New build sites (for 5 or more dwellings) are listed in the Schedule of Housing Proposal Sites. For some of these sites, specific planning requirements are set down; these should be met.**

#### Reasons

- 16.1 The second element of the housing strategy is to achieve the necessary increase in dwelling units. The way in which this is likely to happen is indicated by relating housing commitments (i.e. those existing now and those expected to come forward) to the Structure Plan requirement. The potential level of commitments gives sufficient opportunity to achieve the outstanding Structure Plan requirement.
- 16.2 Large new build sites, whether defined by number of units or area, will have the greatest impact on the environment and the supply of new dwellings. They therefore need to be properly planned and to some degree phased.

## *Background*

16.3 *The development of the housing programme reflects Government advice in PPG3: Housing. This includes:*

- *using previously developed land generally before greenfield sites;*

*Previously developed land is land which is or was recently occupied by building or other fixed surface infrastructure (e.g. a car park). It may be located within an urban area or outside. It excludes land occupied by agricultural or forestry buildings. The location of previously developed land is a relevant factor in whether it should be reused for housing;*

- *showing sufficient sites to accommodate at least 5 years of the housing programme;*
- *taking account of the principles for assessing the potential and suitability of development sites – i.e. availability of previously developed land; location and accessibility to jobs, shops and services; capacity of existing and potential infrastructure; the ability to build communities; and physical and environmental constraints;*
- *phasing of development; and*
- *making specific allowance for windfall (unidentified) sites coming forward.*

16.4 *The housing programme contains:*

*(a) schemes which are listed and identified*

*i.e. in Parts I and II of the Schedule of Housing Proposal Sites. Part I shows a net total of 2,124 dwellings remaining to be built (696 of these have planning permission). Part II of the Schedule identifies 418 dwellings to be built.*

*(b) an estimate for the supply of housing from unidentified (and unlisted sites).*

16.5 *This comprises:*

*(i) the regeneration of towns and large villages through:*

- *the reuse of employment land for housing;*
- *infilling, conversions and redevelopment in residential areas; and*
- *conversions and minor development in town and local centres;*

*(ii) minor developments at small villages and in the countryside; and*

*(iii) other windfall sites not accounted for by the above.*

- 16.6 *Of 1,265 dwellings estimated, 272 have planning permission.*
- 16.7 *The methodology used to calculate the level of unidentified (or windfall) sites takes into account recommendations made by the Inquiry Inspector in his report into objections to the Deposit Draft of the DBLP 1991-2011. In particular, this includes:*
- *examining only past trends in windfall (i.e. sites not identified in either the adopted Dacorum District Plan 1984 or Dacorum Borough Local Plan 1995) rather than looking at overall completion rates; and*
  - *assessing the level of unidentified housing estimated in each of the categories except for the reuse of employment land.*
- 16.8 *Certain sites in the Schedule of of Housing Proposal Sites have been discounted from the estimates (i.e. which have been added since the Deposit Draft).*
- 16.9 *In accordance with PPG3: Housing, no allowance has been made for greenfield windfall sites in any of the assumptions.*
- 16.10 *For clarity, Table 1 sets out both the completion rates from unidentified sites over the period 1991-2001 and that assumed in the housing programme for each of the different categories of windfall.*

**Table 1: Housing Programme Assumptions for Unidentified Sites 1.4.01**

	<b>Completion Rate 1991-2001 from Unidentified Sites</b>	<b>Assumed for Housing Programme 2001</b>
<b>Employment Land</b>	48.4 p.a.	<ul style="list-style-type: none"> <li>• Policy 33 sites – assumed 100</li> <li>• Redevelopment of major office buildings in town centres – assumed 110</li> <li>• Other small employment sites – assumed 100</li> </ul>
<b>Residential Areas:</b> Towns Large Villages New Town Corporation Estates	60 p.a. 7.6 p.a. 4.2 p.a.	60 p.a. 7.6 p.a. Assumed 110
<b>Town and Local Centres:</b> Towns Large Villages Aggregated Rate	8.5 p.a. 1.9 p.a. 10.4 p.a.	8.5 p.a. 1.9 p.a. 10.4 p.a.
<b>Selected Small Villages</b>	3.6 p.a.	Assumed 3.5 p.a.

<b>Open Countryside</b>	20.7 p.a.	Assumed 11 p.a.
<b>Other Windfall</b>	15.0 p.a.	Assumed 11.25 p.a.
<b>Housing Losses</b>	3.2 p.a.	Assumed 3 p.a.

16.11 *Technical work for the County Structure Plan Review (1991-2011) by consultants, Pbeda, forecast an overall decline in the need for employment land in the county. The Structure Plan Review therefore assumes that the reuse of some employment land for housing (and other purposes) will not harm the economy: sites coming forward will be of various sizes. The number of vacant or derelict employment sites in Dacorum at 1 April 2001 is relatively low.*

16.12 *The Plan assumes that 267 dwellings will be provided from employment land as unidentified sites (i.e. additional to the amount identified in Part I of the Schedule of Housing Proposal Sites). The chief source of the supply of previous employment sites will be:*

- *land in former General Employment Areas where housing redevelopment is encouraged (see Policy 33). 100 dwellings are assumed to come forward. Most of this development will be on sites where high urban densities (i.e. at the high end of the range of 30-50 dwellings per hectare) will be appropriate;*
- *other established employment sites where housing redevelopment is promoted or accepted, principally in urban residential areas. A figure of 100 additional dwellings is considered to be appropriate. 43 units should be deducted to take account of sites already identified in Part I of the Housing Proposal Schedule, leaving 57 dwellings.*
- *the redevelopment of major office buildings in town centres. There is currently formal interest in such schemes. The future redevelopment of sites in and around the Plough site in Hemel Hempstead (Shopping Proposal S2 in the Plan) could potentially yield 110 dwellings.*

16.13 *Combining the three respective totals (100+57+110) gives an overall total of 267.*

16.14 *The Council has not used the annual completion rate in Table 1 to calculate the future supply from previous employment sites. This is because of concerns over the erratic nature of the annual completion rates from this source of windfall, and the higher level of employment sites currently identified in the Plan than has occurred previously. The assumption excludes the conversion of existing offices to flats given their limited contribution to date.*

- 16.15 The estimate of an additional 706 dwellings for schemes in established residential areas comprises:
- *sites in New Town Corporation estates, (which are in Hemel Hempstead)* 98
  - *sites in residential areas of the towns, apart from New Town Corporation estates* 543
  - *sites in residential areas of the large villages* 65
- 16.16 The estimate for sites in (the former) New Town Corporation estates is based on studies carried out for the Council rather than previous trends. These studies examined the potential for new housing on a site by site basis in the Grovehill and Adeyfield West areas. It has also taken account of technical work undertaken for the Structure Plan Review (1991-2011) by consultants, Chestertons and Urban Initiatives. The original study in Grovehill concluded that there was a dwelling potential of between 12 and 20 additional units over the 14 year period of the Plan from 1 April 1997, giving rise to a potential in all New Town estates of between 76 – 127 dwellings (the mid-point being 100). In the case of more recent work on the Adeyfield West neighbourhood, the capacity assessment suggested slightly higher overall dwelling potential across the New Town neighbourhoods of between 89 and 148 dwellings (the mid-point being 120). The average of the mid-point figures, i.e. 110 dwellings, is assumed in the housing programme. Discounting completions since 1 April 1997 and sites in the Schedule of Housing Proposal Sites, provides a total of 98 (i.e. 110-(4+8)).
- 16.17 *The estimates for sites coming forward from the other residential areas relate to actual completions from unidentified sites between 1991 and 2001: i.e. through conversions, infilling and minor redevelopments in designated residential areas (apart from New Town Corporation estates). Residential development of significant employment or social and community use sites within designated residential areas has been excluded from the estimates. The current completion rates on unidentified sites (see Table 1) are expected to continue in the towns and large villages, giving a 10-year total of 676 dwellings. To avoid any double counting, similar sites identified in Part I of the Housing Proposals Schedule have been deducted (i.e. 57 for the towns and 11 for the larger villages). This provides an overall total of 608 (i.e. 676 – 68).*
- 16.18 *The present aggregated rate of completions from windfall sites in town and local centres is assumed to continue (see Table 1). A similar site already identified in Part I of the Housing Proposals Schedule (i.e. 27 units) has been deducted from the 10 year projection of 104 dwellings to avoid any double counting, leaving a total of 77 units.*
- 16.19 *The estimates and assumptions are considered to be reasonable and reflect the importance attached by both PPG 3 and the Structure Plan Review (1991-2011) to the achievement of new dwellings in urban areas*

*through the processes of urban regeneration, and the Local Plan's policies are aimed towards this end.*

- 16.20 *Minor developments at selected small villages and in the countryside are assumed to yield 14.5 units p.a. i.e. 145 units over the remaining Plan period per year (see Table 1 above). There is no double counting with sites listed in Part I of the Schedule of Housing Proposal Sites. Actual completions on windfall sites between 1991-2001 have been projected forwards. Development in the selected small villages should continue at a low rate. An overall rate of 3.5 dwellings per year has been assumed to reflect the continued application of restrictive policies to these settlements. In the remainder of the countryside, development is expected to provide nearly 11 dwellings each year (chiefly through the conversion of farm buildings). It is assumed that the supply of rural buildings suitable for conversion will effectively halve from the present rate of about 21 units per annum, although the current level of units with planning permission is high (i.e. 50).*
- 16.21 *The housing programme includes a category of "other windfall sites". It is reasonable to include schemes which are not covered by the above estimates given that PPG3 states that allowances should be made for all the different forms of windfall, and the emphasis of Government policy and the County Structure Plan Review (1991-2011) to the reuse of previously developed land. Such sites could cover residential moorings, the redevelopment of health/educational/community land for housing, the reuse of buildings on open land, and could also include sites over 1 hectare.*
- 16.22 *It is felt sensible to apply a discount of 25% to the annual rate of completions on other unidentified sites in Table 1 to take into account significant variations in the level of completions within individual years. This equates to 113 dwellings over the remaining 10 years of the Plan period, based on the adjusted annual completion rate of 11.25 dwellings. If an allowance is made for a discount of 43 units from similar schemes already identified in Part I of the Housing Proposals Schedule, this provides a total of 70 dwellings (i.e. 113-43).*
- 16.23 *The programme takes account of all losses of dwelling units:*
- (i) for residential schemes the estimates are of net changes (i.e. the total number of units provided minus those lost);*
  - (ii) for non-residential schemes a separate estimate of future losses is made: this is assumed to be around 3 per annum.*
- 16.24 *The completions figure for 1991 –2001 is net of all losses.*
- 16.25 *The distribution of housing development, that has occurred between 1991 and 2001 and that which is expected in the remainder of the Plan period, is explained in the tables below. The proportion of development on greenfield sites (including land formerly in the Green Belt) is planned to decline in*



accordance with the thrust of Government guidance and the Structure Plan Review (1991-2011), towards urban regeneration and renewal.

**Table 2: Location of Housing Development (Numbers)**

	<b>Completed Sites (1991 - 2001)</b>	<b>Housing Programme</b>			<b>Total</b>
		<b>Part I Housing Proposal Sites</b>	<b>Part II Housing Proposal Sites</b>	<b>Un-identified Sites</b>	
<i>Urban Areas:</i>					
<i>Residential Areas</i>	886	135	-	706	841
<i>Employment Land</i>	556	1153	-	267	1420
<i>Town and Local Centres</i>	104	27	-	77	104
<i>Other Windfall Sites</i>	201	126	-	70	196
<i>Small Villages and the Countryside</i>	264	-	-	145	145
<i>Greenfield Sites (1)</i>	1412	683	418	-	1101
<b>Total</b>	<b>3423</b>	<b>2124</b>	<b>418</b>	<b>1265</b>	<b>3807</b>

(1) This consists of open land within or on the edge of the towns and large villages: it includes farmland, land proposed for release from the Green Belt, schools and allotments.

**Table 3: Location of Housing (Proportions)**

	<b>Completed Sites (%)</b>	<b>Housing Programme (%)</b>	<b>Overall (%)</b>
<b>Urban Areas</b>	<b>51.0</b>	<b>67.3(2)</b>	<b>59.6</b>
<b>Small Villages and the Countryside</b>	<b>7.7</b>	<b>3.8</b>	<b>5.7</b>
<b>Greenfield Sites (1)</b>	<b>41.3</b>	<b>28.9</b>	<b>34.7</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>

(1) This consists of open land within or on the edge of the towns and large villages: it includes farmland, land proposed for release from the Green Belt, schools and allotments.

(2) The category, 'Other Windfall Sites', has been assumed to provide housing within the Urban Areas.

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## **POLICY 17 CONTROL OVER HOUSING LAND SUPPLY**

**The availability of housing land will be monitored and controlled to ensure that:**

- (a) a minimum five year supply of housing land based on the County Structure Plan requirement is maintained;**
- (b) there is no substantial oversupply in relation to this requirement;**
- (c) a steady supply of new affordable housing can be achieved;**
- (d) new infrastructure provision is co-ordinated with new housing development;**
- (e) the recycling target for the reuse of previously developed land can be met; and**
- (f) development opportunities continue after the plan period.**

**Control will be applied by:**

- (a) phasing the development of identified sites; and**
- (b) managing the supply of unidentified sites.**

**Sites listed in Part I of the Schedule of Housing Proposal Sites will be released for development from the commencement of the Plan period unless a substantial oversupply of housing arises.**

**Sites listed in Part II of the Schedule of Housing Proposal Sites will normally be released for development after April 2006 provided there is no substantial oversupply of housing. Part II sites will only be released before this date if it can be demonstrated that this would be necessary to ensure a 5-year supply of housing land. Policy 117 applies to all sites in Part II of the Schedule of Housing Proposal Sites in the interim. Further advice to assist the process will be set out in supplementary planning guidance.**

**Unidentified sites on previously developed land within the urban area will be released for development provided that they comply with other policies in the Plan. However, other unidentified sites will normally be held back unless required to ensure a 5-year supply of housing land.**

**This particular restraint may be relaxed where the site is to be used entirely for affordable housing if it can be demonstrated that the target**

**for the provision of affordable housing set out in Policy 20 would be unlikely to be met without the development taking place.**

**A substantial oversupply will be judged having regard to development activity and dwelling completion rates and will be a minimum six year supply based on the structure plan housing requirement.**

#### Reasons

- 17.1 A steady supply of land needs to come forward throughout the Plan period to enable the Borough's housing obligations to be met. Land should be available thereafter to tackle future housing needs. Simple regulation of land supply will conserve land and make the most effective use of it in the long term. A regular supply of housing land will help maintain activity in the construction industry, which is an important part of the local economy.
- 17.2 Priorities have been established in the development strategy, i.e. to make best use of land in urban areas, to limit new building in the countryside and to concentrate green field development which is necessary at Hemel Hempstead. The success of revised policies to optimise urban development land could reduce the need for greenfield land within the plan period.
- 17.3 The Council's overall priority is to secure the reuse of previously developed land in accordance with Government advice and to achieve about 65% of the supply of new dwellings from this source. Some greenfield land will be needed to enable the housing allocation to be met and to ensure that there are sufficient sites to accommodate the first five years' housing need. Sites in Part I of the Schedule of Housing Proposal Sites require extensive infrastructure investment, while smaller sites which do not have the same requirement are generally listed in Part II.
- 17.4 The supply of very large and greenfield sites, whether within the urban area or on the edge, is limited and some of the remaining undeveloped sites should be reserved for use in later years. If development is unchecked, there is a danger that a higher level of housing provision than planned could lead to a growth spiral in the area, which would damage the Structure Plan strategy of environmental conservation.
- 17.5 In appropriate cases, phasing will ensure that any infrastructure difficulties or physical or planning constraints are adequately dealt with, and environmental problems avoided. It may also help secure an effective use of land (for example, by maintaining a supply of affordable housing).
- 17.6 Provision of affordable housing which meets essential local housing needs that are not being met by the market, may justify early release of land in excess of planned requirements.

## *Background*

- 17.7 *Planning Policy Guidance Note 3: Housing encourages local authorities to manage the release of sites over the plan period in order to control the pattern and speed of urban growth, ensure that new infrastructure is co-ordinated with new housing development and deliver the local authority's recycling target (65% for Dacorum - see Reasons above).*

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## **POLICY 18 THE SIZE OF NEW DWELLINGS**

**The development of a range of dwellings in size and type will be encouraged. Regard will be paid to:**

- (a) the need to provide accommodation for new, small households;**
- (b) the floor area of individual buildings - in particular any relevant floor space standards or guidelines;**
- (c) the density and character of development that is suitable in the area (ref. Policy 21); and**
- (d) the client group for whom the dwellings are intended.**

**Units for small households needing 1 or 2 bedrooms will be sought:**

- (i) through appropriate conversions of buildings (Policy 19); and**
- (ii) by requiring the provision of some 1 and 2 bedroom units:**
  - on large housing sites (i.e. sites over 2 hectares in area and/or capable of accommodating at least 50 dwellings) and those sites specifically identified in the Schedule of Housing Proposal Sites; and**
  - on smaller housing sites in large villages and selected small villages, where there is clear evidence of a need for such units, as identified by a recent housing needs assessment or village appraisal.**

**At least 10% of all dwellings on housing sites accommodating 25 or more dwellings shall be designed as life-time homes (i.e. they shall be readily accessible and usable by a disabled or elderly person or capable of adaptation for such use at minimal cost).**

**Developers may also be required to make provision for some live-work units in appropriate locations.**

## Reasons

- 18.1 It is appropriate for dwellings of all sizes to be built and formed as part of the process of gradually renewing and increasing the housing stock. Variety is a sign of a healthy housing market, which can meet the housing requirements of many different households. It is important to enable the movement of people between jobs, to create incentives for the release of urban residential land for further necessary development and to maintain the availability of a range of second hand property.
- 18.2 The growing number of one and two person households needs appropriate accommodation, i.e. newly formed households and elderly households, the latter as a result of increased life expectancy. Initiatives to provide small units of accommodation, such as blocks of elderly persons' flats, are therefore to be encouraged. Sites selected as locations where a proportion of small dwelling units must be provided are those best suited by environment and location for such a form of development. The requirement is essential in order to make the most effective use of housing land available. In order that the smaller settlements in the Borough continue to support a mixed and diverse community some small dwelling units may also be required on smaller housing sites within these settlements. In determining whether a site is suitable for such units, and the level of provision that would be appropriate, account will be taken of any housing needs assessment or village appraisal which has been completed in the 5 years prior to the submission of an application for planning permission.
- 18.3 Housing must also be provided to suit the requirements of households which have particular difficulties, for example because they receive low incomes or have special needs. The Council's 1998 Housing Needs Survey has provided information on a range of needs, although future surveys and assessments will be broadened to address a fuller range of needs for different types and sizes of housing across all tenures. This should normally include affordable housing (ref Policy 20) and housing for the following groups - the elderly, the disabled, students and young single people, rough sleepers, the homeless and those who need hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.
- 18.4 By virtue of their design life-time homes can cater for households which include a special needs member. Over 10% of households in Dacorum include a special needs member. The number of elderly persons households has increased. It is therefore reasonable that the needs of the elderly and disabled be addressed in new development.
- 18.5 Live-work units provide accommodation for households wishing to live and work on the same premises. Although there is no clear-cut evidence of demand at present, survey work may clarify a level of demand which can more specifically be planned for. Live-work units add diversity to the dwelling stock and reduce the need for travel for the occupiers. They are best located where a satisfactory residential environment can be created. Typical locations include centres, residential areas where conversion from employment use is encouraged (under Policy 33) and converted rural

buildings. Some General Employment Areas for business use where live-work uses would add to the variety of employment floorspace and would not prejudice other objectives, may also be appropriate.

### *Background*

- 18.6 *Life-time homes are designed around a life-cycle of needs, being adaptable to accommodate households with young or older children, with elderly occupants and/or with a disabled member(s). Full wheelchair mobility standards must be accommodated or easily achieved. The development of life-time homes in Washington Avenue, Hemel Hempstead is a recent example. Features of these homes include a ground floor bedroom suitable for use by an elderly/disabled member of the household or as a playroom, study, dining room etc., a stairwell which can accommodate a vertical lift or chair lift, bedrooms not sharing internal walls (for greater separation and privacy); non-load bearing internal walls which can be refigured if necessary; accessibility for wheelchair use.*
- 18.7 *Live-work units combine a mix of separate workspace and living space into one self-contained unit. Each element has to be fully functional. For example the workspace is invariably best sited at ground level for ease of service access and movement of any staff. Workspace is normally compatible with the Business Use Class and constitutes a minimum of 60% of total floorspace. Live-work units suit start up business in media, design, information technology, consultancy and similar sectors. Overall size of individual units is small though not normally less than 100 sq.m. Units may often not suit families because of their location in business or commercial areas.*

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## **POLICY 19 CONVERSIONS**

**The conversion of houses to flats will be permitted in the towns and large villages, except in the following locations:**

- (a) in roads where a significant proportion of the houses originally built as single family dwellings are already converted (or have permission for conversion) to flats or other uses. Here a concentration of converted properties in a part of the road will normally be avoided;**
- (b) in roads where traffic movement would be hindered and the safety of road users and pedestrians prejudiced;**
- (c) in small houses with an internal floor area of less than 110 sq. m; and**
- (d) in terraced houses over 110 sq. m (internal area), unless they contain three or more bedrooms.**

**The conversion of other buildings to incorporate flats or houses will be permitted:**

- (a) in town and local centres, subject to an appropriate mix and balance with other uses being achieved;**
- (b) in residential areas of towns and large villages, subject to the retention of necessary local facilities;**
- (c) in selected small villages in the Green Belt and the Rural Area (under Policies 6 and 8); and**
- (d) as the reuse of buildings in the countryside (under Policy 110).**

**The Council will also take steps to encourage the reuse of vacant commercial premises and floors above shops in town and local centres for housing.**

**All conversions must be designed to a high standard, taking full account of the character of the area. Conversions which would adversely affect the architectural or historic character of a listed building and/or its setting will not be acceptable.**

**In particular where flats are provided, the following criteria must also be satisfied:**

- (i) flats should be self-contained;**
- (ii) flats should have a reasonably convenient layout, having due regard to neighbours;**
- (iii) the layout should include adequate amenities, such as refuse disposal facilities, drying areas and proper access to outdoor amenity space: outdoor amenity space should be provided wherever possible, and most particularly where houses would be converted;**
- (iv) flats should have a reasonable amount of internal space;**
- (v) flats should be adequately insulated to limit the transmission of noise; and**
- (vi) unless the building is within easy walking distance of a wide range of facilities, services and passenger transport, convenient off-street car parking should be provided in accordance with the guidelines set out in Appendix 5 of the Plan. It must be done without detracting from the amenity and character of the property itself or the neighbouring properties. In particular the parking should be landscaped, retaining established trees and**

**where possible shrubs, and should not dominate any gardens. Off-site or prominent front garden parking which spoils the street scene will not be acceptable.**

**The conversion of large flats into smaller ones will normally be permitted if the criteria covering the standard of conversion (i) - (vi) above are met.**

#### Reasons

- 19.1 Older, larger, underused or redundant buildings can be renovated and brought into more effective use through conversions. The more effective use of these buildings and land can reduce the need for development elsewhere, in particular at less sustainable greenfield locations.
- 19.2 Converted properties are a significant source of new homes. They are often available at lower prices than newly built houses and flats; they may provide a first rung on the housing ladder for young people and/or suit the needs of small households.
- 19.3 However they do need to be controlled. A balance needs to be struck between different sizes and types of accommodation and the stock of single family dwellings protected. Important services used by residents should normally be retained, for example social and community facilities (ref. Policy 68) and local shops. The character and appearance of different parts of the Borough should be protected. Harmful effects on individual neighbours through noise, disturbance, etc, can be avoided by carefully designed layouts and attention to detail. Careful design will have the added benefit of ensuring a reasonable standard of accommodation for future occupiers of the dwellings.

#### *Background*

- 19.4 *The Council expects converted flats to provide the new occupier(s) with a reasonable standard of living space. Environmental Health standards recommend the minimum size of flat should not be less than 22 sq. m of habitable floor area (habitable floor area is the internal measurement of all living and kitchen areas, excluding toilets, bathrooms and circulation areas).*
- 19.5 *In streets where conversion of dwelling houses takes place, the Council is conscious that change should be kept to an acceptable level. A significant proportion of houses in a street is normally considered to be 25% in order to limit the change in character of an area and to help retain the stock of family accommodation. Therefore it is appropriate for conversion of houses to be judged against this guideline.*
- 19.6 *Parking is normally provided with residential development, taking account of existing circumstances. Guidance is given in Appendix 5. Particularly accessible areas lie within 400 m walking distance of shops and services and passenger transport and are defined by Accessibility Zones 1 and 2 in*



*Supplementary Planning Guidance referred to in Appendix 5 and entitled 'Accessibility Zones for the Application of Car Parking Standards'. Criterion (vi) enables parking provision to be relaxed in these locations, because occupiers will have less need to own and use a car.*

- 19.7 *Reference will also be made to Supplementary Planning Guidance on Development in Residential Areas regarding the impact of conversions on the character of defined residential areas.*

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## **POLICY 20 AFFORDABLE HOUSING**

**The provision of about 1,250 affordable housing units will be sought in the Borough between 1 April 2001 and 31 March 2011 through:**

- (a) measures which the Council can undertake as a housing authority;**
- (b) support for the activities of registered social landlords; and**
- (c) the accommodation of schemes undertaken by other developers.**

**New affordable housing will consist primarily of units for rent but will also include shared ownership properties and discounted and low cost market housing where they can be shown to meet local housing needs and to help secure a better social mix.**

**Affordable housing may be included as part of the mix of uses in large development schemes and may exceptionally be provided through the early release of housing land restrained under Policy 17.**

**On appropriately sized housing sites the Council will seek to negotiate with developers for an element of affordable housing. A site will be considered as appropriately sized if it falls within one of the following categories:**

- (a) sites of 1 hectare or more in area or capable of accommodating 25 dwellings in Hemel Hempstead or Berkhamsted;**
- (b) sites of 0.5 hectares or more in area or capable of accommodating 15 dwellings in Tring or the large villages listed in Policy 3;**
- (c) sites of 0.2 hectares or more in area or capable of accommodating 5 or more dwellings in or immediately adjacent to the small villages listed in Policies 6 and 8 and at Rucklers Lane and Little Gaddesden.**

**Any attempts by developers to circumvent these thresholds by fragmenting a large site or by ignoring the potential for an amalgamation of small sites will be resisted.**

**Negotiations about the amount of affordable housing on individual sites will be governed by:**

- (a) the Council's general expectation that a minimum of 20% of the units on redevelopment sites should be for affordable housing, with higher levels being appropriate on very large sites and on any green field sites; and**
- (b) the indicative targets for sites listed in the Schedule of Housing Proposal Sites.**

**Commuted payments may be accepted in lieu of the provision of affordable housing units on particular sites, provided:**

- (i) the units cannot realistically be accommodated on the site; and**
- (ii) there are reasonable alternatives for achieving affordable housing units elsewhere in the settlement.**

**In addition, the type and amount of affordable housing on each site will have regard to:**

- (i) the character of the site and its surroundings;**
- (ii) the size of the site;**
- (iii) the need for the particular units of affordable housing;**
- (iv) the economics of providing affordable housing;**
- (v) the proximity of local services and facilities and access to passenger transport;**
- (vi) the extent to which affordable housing would prejudice the realisation of other planning objectives that need to be given priority; and**
- (vii) the viability of the development as a whole.**

**Judgements about the type of affordable housing will be informed by the latest housing needs surveys and assessments and by relevant housing strategy statements. They will take into account the following additional factors:**

- (i) the tenure of the affordable housing units;**

- (ii) the type of unit provided (i.e. a house, bungalow or flat):
- (iii) the size of the units (based on the floor area and the number of bedrooms); and
- (iv) the design requirements for households with special needs.

Arrangements must be made to ensure that the benefit of all affordable housing units would pass from the initial occupiers of the properties to successive occupiers. Where necessary, the Council will either impose planning conditions or seek a planning obligation in order to achieve this. Such conditions and obligations will normally give priority to local residents, people employed locally or people with local connections. Further details on eligibility criteria for affordable housing units will be set out in supplementary planning guidance.

The provision of affordable housing in the Green Belt and in the Rural Area is covered by Policy 25.

#### Reasons

- 20.1 The high cost of renting and home ownership creates problems for local people wishing to remain in the Borough, and for public bodies and some firms wishing to attract key workers. It is therefore necessary to provide housing which people can afford at less than normal market prices.
- 20.2 The Council's surveys demonstrate a high level of need for affordable housing. This is predicted to continue. All reasonable opportunities to provide affordable housing should therefore be taken. This accommodation should be suitable for the intended occupiers.

#### Background

- 20.3 *Planning Policy Guidance Note 3: 'Housing' and Circular 6/98: 'Planning and Affordable Housing' clearly establishes that the community's need for affordable housing is a material planning consideration and gives a broad definition of affordable housing - i.e. it includes low cost market and subsidised housing (irrespective of tenure). In Dacorum affordable housing includes properties available for rent, particularly from the local housing authority or a registered social landlord, shared ownership and discounted and low cost market housing. In all cases the full cost of the housing is subsidised for the occupier : this may be directly by the providing agency and/or indirectly through planning control affecting land prices. "Cross-subsidy" may be applied in urban areas, i.e. the value of one part of a development (whether for housing or another use) may reduce the cost of another part available for housing. Once provided, affordable housing should be managed so that the element of subsidy can be maintained and passed on for the benefit of future occupiers.*

20.4 *The Council has undertaken housing needs surveys and assessments, both to assist the preparation and justification of policy on affordable housing in the local plan and to underpin housing strategy statements and housing investment programme submissions.*

20.5 *The most recent housing needs survey was undertaken in 1998. It used the following definition of affordability:*

*“A household is in need of affordable housing if:*

- it does not have a deposit equivalent to 5% of the price of a suitable home and has a gross household income less than one third its mortgage requirement; or*
- renting privately would take up more than 25% of its income.”*

20.6 *The Council will continue to use this definition unless a clearer or more universally accepted one becomes available. The need for affordable housing comprises three elements :*

- (a) existing households in need*
  - a household must be living in unsuitable housing, i.e. the housing is of poor quality or the needs of the household are not met by the present dwelling; and*
  - it is unable to afford market housing*
- (b) concealed households in need*
  - a household must move to a separate home within the next year to meet its needs; and*
  - it is unable to afford market housing*
- (c) homeless households.*

20.7 *The survey identified the following level of need in Dacorum:*

<i>Existing households</i>	<i>3,657</i>
<i>Concealed households</i>	<i>1,418</i>
<i>Homeless households</i>	<i>99</i>
<i>Total</i>	<i>5,174</i>

20.8 *The distribution of existing households in need and concealed households together was:*

	<i>Number</i>	<i>Proportion(%)</i>
<i>Tring</i>	<i>170</i>	<i>3.3</i>
<i>Berkhamsted</i>	<i>409</i>	<i>8.1</i>
<i>Hemel Hempstead</i>	<i>3,492</i>	<i>68.8</i>
<i>Rural Area (the rest of Dacorum)</i>	<i>1,004</i>	<i>19.8</i>
<i>Total</i>	<i>5,075</i>	<i>100</i>

- 20.9 *A separate projection of need to 2011, prepared for the Council by advisers, Fordham Research Services Ltd, shows provision for around 4,425 households is required to be met in addition.*
- 20.10 *The results of this work point to the need for the majority of affordable housing to be provided in the form of social rented property, but there also being a small but clear role for shared ownership accommodation. The precise need for discounted and low cost market housing will depend on actual costs and the level of discounts offered: however a small amount of provision is most likely to be important on larger sites adding diversity to the mix of affordable housing (and housing type generally).*
- 20.11 *The Council does not discourage low cost market housing, and recognises this has a role to play in providing diversity of tenure, dwelling type and size for new and existing households. Policy 20 takes such provision into account (as part of any relevant market factors). The Council would not accept low cost market as “affordable housing” under current circumstances.*
- 20.12 *The affordable housing target of 1,250 dwellings over ten years to 31.3.11 is readily justified by the level of need identified and represents around 25% of the general housing target. The affordable housing target is a reasonable aspiration for the provision of new dwellings through new building and conversions over the plan period and for provision of units through acquisition schemes, taking into account the likely level of housing opportunities available. It is not an estimate of what is needed in total.*
- 20.13 *Present housing priorities may be summarised as follows:*
- (a) in order to tackle homelessness (through the Council’s housing register)*
    - (i) 2, 3 and 4 bedroom houses are required for rent to families; and*
    - (ii) 1 bedroom properties are required for rent to people wishing to live independently, including those with a special need such as a learning difficulty;*
  - (b) in order to address the general shortage of affordable housing more 1 and 2 bedroom properties are required by 1 and 2 person households (The accommodation needed is 1 bedroom flats and 2 bedroom houses).*
- 20.14 *In numerical terms, the most pressing need is for 2 and 3 bedroom houses, particularly in Hemel Hempstead. The need for 4 bedroom houses is quite small by comparison, but it is acute.*

20.15 *The Council does not expect affordable price or rent levels to be achieved by the lowering of standards. Consequently, using advice from the Housing Corporation, it has set guidelines on the floor area that each unit should provide: i.e.*

*Gross internal floorspace*

<i>1 bedroom flat</i>	<i>50 sq m</i>
<i>2 bedroom house</i>	<i>75 sq m</i>
<i>3 bedroom house</i>	<i>85 sq m</i>
<i>4 bedroom house</i>	<i>100 sq m</i>

20.16 *Registered social landlords will provide and manage affordable housing, but other agencies will be involved too, particularly in building. The Council expects these agencies to tackle priority needs (whether defined district-wide or locally under Policy 25) and meet appropriate price and design guidelines.*

20.17 *Progress towards the affordable housing target will be monitored.*

20.18 *Completions and acquisitions of affordable housing units totalled 868 between 1.4.91 and 31.3.01 : i.e.*

- Completions 698*
- Acquisitions 170*

20.19 *Completions of affordable housing units on windfall sites comprised 20% of all housing windfall sites (i.e. sites not identified in either the adopted Dacorum District Plan 1984 or Dacorum Borough Local Plan 1995).*

20.20 *Future provision of affordable housing is difficult to predict with certainty because site opportunities will vary, as will the economics and financing of development schemes and other initiatives. The following gives a guide to the possible maximum level that may be achieved between 1.4.01 and 31.3.11 :*

- identified sites in the Schedule of Housing Proposal Sites*

<i>in Part I</i>	<i>535</i>
<i>in Part II</i>	<i>175</i>
- unidentified new sites coming forward (at the same rate as previously)* *253*
- acquisitions and the empty homes initiative* *300 - 340*

20.21 *Unidentified new sites will include:*

- (i) *land which has been assembled for affordable housing development by the Council, particularly in some New Town estates in Hemel Hempstead, and by registered social landlords;*
- (ii) *a limited number of sites over the threshold sizes, which will each accommodate a proportion of affordable housing; and*
- (iii) *a few rural housing schemes under Policy 25.*

20.22 *Policy 20 sets out the Council's planning policy: it complements the actions and policies of the Council in its role as local housing authority. The Council's housing policies affect the total stock of affordable housing, particularly through:*

- (i) *the take up of right to buy opportunities given to tenants (diminishing supply);*
- (ii) *the purchase of existing satisfactory (second hand) dwellings (i.e. acquisitions);*
- (iii) *the empty homes initiative: this initiative aims to bring long term empty properties into use.*

20.23 *The Council has set site size thresholds in order to secure more affordable housing units on private development sites, having regard to Government advice in Circular 6/98, the overall need for affordable housing in the Borough and the limited potential supply of large sites particularly in Tring and smaller settlements. There are four identified housing sites in Tring. There are significant constraints placed on further development in the town due to the limited capacity of existing services and because of the character of the town it is unlikely that any unidentified sites which come forward will exceed the standard threshold size. Tring has an important, though relatively small, housing need, and serves an extensive rural hinterland where total housing need is higher. The large villages (Bovingdon, Kings Langley and Markyate) are significantly smaller than Tring; they have a relatively dense built form and a limited amount of land available within the settlement for housing development. Sites exceeding the standard threshold will therefore be few in number. A threshold of 0.5 hectares or 15 dwellings is therefore justified for Tring and the large villages. A lower threshold (i.e. 0.2 hectares or 5 dwellings) is justified for certain other settlements in the rural area where there is a high level of need and very few identified housing sites, even for 5 dwellings : these settlements - selected small villages in the Green Belt (Policy 6) and in the Rural Area (Policy 8), Rucklers Lane settlement and Little Gaddesden - are the best and most likely locations to accommodate small identified or windfall housing schemes. Residents here would have access to some local services and passenger transport.*

- 20.24 *The Council would not normally expect to secure affordable housing on individual sites below the threshold sizes, unless they form or could reasonably form part of a larger development area: in such circumstances the Council would negotiate with the developer to secure the most appropriate contribution to affordable housing supply.*
- 20.25 *The Council has set out realistic expectations as to the proportion of affordable housing to be provided on each site. The County Structure Plan Review states that targets should be indicated in local plans : it considers that a figure normally between 25% and 40% for affordable housing units is appropriate for most private development schemes and major greenfield sites, such as at Hemel Hempstead, are key locations for a substantial proportion of affordable housing for rent. A high level of provision is more appropriate for Dacorum: those in housing need are less mobile and with a significant proportion of the Borough's locally generated housing requirements being diverted elsewhere in Hertfordshire, those in housing need will form a higher proportion of the total households for which provision is required in the Borough. Indicative targets for selected sites are set out in the Schedule of Housing Proposal Sites: greenfield sites have generally attracted higher percentage targets. For unidentified urban sites, the Council's expectation is that the proportion of affordable housing should increase as the size of site increases, i.e. from a base of 20% at the threshold size to around 35% on the largest sites. For key greenfield sites the expectation rises up to around 50%.*
- 20.26 *In order to maintain a stock of affordable housing (and address the high level of housing need), the Council will use planning conditions and planning obligations to control the occupation of affordable housing units which have been secured under Policy 20. The choice of control will vary according to circumstances, and whether and how a registered social landlord is involved.*
- 20.27 *A steady supply of affordable housing units is required by the local housing authority, because 'demand' is continuous and because funding is made available by Government to registered social landlords on a controlled basis. The Council will raise this issue in negotiations with developers over sites and, insofar as possible will control the timing (or phasing) of development.*
- 20.28 *The Council proposes to carry out another housing needs survey in 2003/4 and thereafter every 5 years or so. Such surveys and new housing needs assessments will be essential in keeping up to date and should be most useful in informing decisions on priorities for the type, size and mix of affordable housing units.*
- 20.29 *The coverage of the next survey will be broadened to include:*
- *the rural area in more depth*
  - *the mix of dwellings, especially 1 and 2 bedroom dwellings, that may be needed in the rural area*



- *the housing needs of the elderly, the disabled, young single people and key workers, as well as the general need for affordable housing.*

- 20.30 *The Council will take further advice on how to set future measures of affordability (relating household incomes to house prices) and how they can readily be monitored, when progressing this survey.*
- 20.31 *The needs of other specific groups will be examined as appropriate through other work, including by analysis of existing data (for example on homelessness).*
- 20.32 *Paragraph 13 in PPG3: 'Housing' refers to assessments of housing need underpinning local housing strategies and local plan policies and to their general coverage. Further guidance on local housing needs assessments is given in a good practice guide issued in July 2002 by the Department of the Environment, Transport and the Regions.*
- 20.33 *The Council, as local planning authority, will be advised by the local housing authority as to the significance of the needs arising from any local housing needs assessment and thus whether any planning policies should be adjusted or new proposals identified.*
- 20.34 *The Council is currently conducting a review of homelessness in the Borough. The review will map current provision for homeless people in the borough and determine current and future levels of homelessness. Homeless applicants and agencies are being consulted throughout the process, and a project team involving external partners has been set up. A strategy which will include an action plan will be produced on the basis of the findings of the review, which are expected to embrace the full range of potential client groups.*

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## **POLICY 21 DENSITY OF RESIDENTIAL DEVELOPMENT**

**Careful consideration will be given to the density of all new housing proposals to ensure that they make the most efficient use of the land available.**

**Densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net.**

**Higher densities will generally be encouraged in urban areas at locations where services and/or workplaces can be reached without the need for motorised travel or which are served well by passenger transport, for example at town and local centres.**

**Proposals which have a density of below 30 dwellings per hectare net should be avoided.**

**For sites at the edge of an urban area, special attention will be paid to the effect of development density on open countryside and views. In such locations proposals will be expected to retain existing trees and hedges and incorporate appropriate landscaping in order to achieve a soft edge to the countryside.**

**Housing proposals will not be permitted if the density of the scheme would adversely affect the amenity and/or existing character of the surrounding area or would fail to satisfy the design criteria in Policy 11.**

**Further advice on the design of new development in residential areas of Berkhamsted, Hemel Hempstead and Tring and how it should relate to existing character is given in supplementary planning guidance (entitled Development in Residential Areas).**

**The net capacity of sites listed in the Schedule of Housing Proposal Sites is expected to be met. Proposals which fail to meet any specified minimum densities will be refused permission.**

#### Reasons

- 21.1 Effective use must be made of the limited supply of housing land, to achieve a more sustainable pattern of development and to limit the impact of development on the countryside. Higher densities can often be successfully achieved by using more imaginative layouts and by incorporating a higher standard of design, particularly in respect of access roads and parking areas. However, care needs to be taken to ensure that the amenity of adjoining occupiers and/or the character of the surrounding area are protected.

#### *Background*

- 21.2 *In seeking to promote more sustainable residential environments, the policy follows principles in PPG3: Housing. Although the focus is on the most efficient use of land achieved through control of dwelling density, the other principles are important - i.e. linking development to passenger transport, promoting mixed use development, 'greening' the residential environment (e.g. retaining trees and shrubs, leaving space for new planting, protecting open spaces and encouraging biodiversity) and designing high quality schemes. This means that while the Government is seeking to raise average density overall there is not a standard figure. The broad range encouraged is between 30 and 50 dwellings per hectare net (and higher at places with good passenger transport access). The direction must be applied in respect of specific locations and individual sites. The Council therefore considers that character area appraisals and statements have an important role in assisting the promotion of more sustainable residential environments.*

- 21.3 *The measure of density used, dwellings per hectare net, is defined in Annex C to PPG3: Housing. The net site area is the land to be developed for housing and directly associated uses (e.g. access roads, gardens and parking areas). It will for example exclude significant landscape buffers and open spaces serving more than the housing scheme alone. The Council has looked at the (net) density of residential schemes in the Schedule of Housing Proposal Sites to ensure consistency with Government advice, and from 2001 the Council has been monitoring the net density per hectare of residential schemes.*
- 21.4 *Site areas are given on a consistent basis in the Proposals Schedules in the Plan to refer to the area covered by each proposal: broad areas of land use can then each be compared as a result. The site area given in the Schedule of Housing Proposal Sites is not necessarily the net site area therefore.*

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## **POLICY 22 EXTENSIONS TO DWELLINGS IN THE GREEN BELT AND THE RURAL AREA**

**Extensions to dwellings in the selected small villages in the Green Belt and in the Rural Area will be controlled under Policies 6 and 8 respectively.**

**Elsewhere in the Green Belt and in the Rural Area the extension of existing dwellings will not be permitted unless:**

- (a) the extension is compact and well-related to the existing building in terms of design, bulk, scale and materials used;**
- (b) the extension is well-designed having regard to the size and shape of the site and retains sufficient space around the building to protect its setting and the character of the countryside;**
- (c) the extension is not visually intrusive on the skyline or in the open character of the surrounding countryside;**
- (d) the extension does not prejudice the retention of any significant trees and hedgerows; and**
- (e) the extension is limited in size.**

**Criterion (e) will be judged according to**

- (i) the appropriate degree of restraint in the Green Belt (Policy 4) or the Rural Area (Policy 7), taking into account the size of the original dwelling:**

- within the Green Belt the resulting building (including any earlier extensions and alterations or replacement) should be less than 130% of the floor area of the original dwelling
  - within the Rural Area the resulting building (including any earlier extensions and alterations or replacement) should be less than 150% of the floor area of the original dwelling
- (ii) the location of the building - control over size will be tightly applied at more isolated locations in the countryside and at the edges of existing settlements, but may be more relaxed at the centre of these settlements.

#### Reasons

- 22.1 Very large extensions or poorly designed and located ones, individually, collectively and cumulatively, would damage the character of the countryside and contradict policies of restraint on general building. While householders should have some scope to adapt and extend their homes to suit their own requirements, this will inevitably be more limited in the countryside than in towns and villages.

#### *Background*

- 22.2 *The original dwelling house means:*

- *either the dwelling that existed on the site on 1 July 1948; or*
- *if there was no dwelling on that site at that time, the first dwelling built after that date, as it existed when first built.*

- 22.3 *The policy therefore takes into account the aggregate size and cumulative impact of extensions on the openness of the Green Belt and the Rural Area, whether the current dwelling is the original dwelling on the site or not.*

- 22.4 *Judgements about the appropriateness of a proposal will have regard to other aspects of size, i.e. building footprint and volume, in relation to the characteristics of the site and its surroundings. The term, extension, includes all additions to the dwelling house.*

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### **POLICY 23 REPLACEMENT DWELLINGS IN THE GREEN BELT AND THE RURAL AREA**

**Replacement dwellings are acceptable in the selected small villages in the Green Belt and in the Rural Area if the requirements of Policies 6 and 8 are satisfied.**

**Elsewhere in the Green Belt and Rural Area the replacement of existing dwellings, including dwellings which have been destroyed, will be permitted provided that:**

- (a) the original dwelling remains in place substantially as built, or it was occupied within the three years preceding the planning application; and**
- (b) the proposed dwelling is not a replacement for temporary residential accommodation or a building constructed of short-life materials.**

**Rebuilding a dwelling in a different position on the site may be possible provided its impact on the openness and character of the Green Belt or Rural Area is no worse than the dwelling it replaces, and if possible much less. In particular the dwelling should:**

- (i) be compact and well-designed, retaining sufficient space around it to provide an attractive setting and to protect the character of the countryside;**
- (ii) not be visually intrusive on the skyline or in the open character of the surrounding countryside: and**
- (iii) not prejudice the retention of any significant trees or natural features.**

**Any new dwelling should not be larger than:**

- the dwelling which it replaces; or**
- the original dwelling on the site plus an allowance for any extension that would have been permitted under Policy 22.**

**Permitted development rights will normally be withdrawn by planning condition to ensure there is control over future extensions.**

#### Reasons

- 23.1 Strict control is applied over new building as part of the policies of general restraint which protect the countryside. The establishment of new permanent buildings, for example on sites occupied by structures not intended for permanent residential accommodation, is not acceptable. However it is reasonable for house owners to replace their buildings when they are damaged or structurally unsound. The reconstruction of buildings already there should have no material impact on the countryside.

## *Background*

- 23.2 *In terms of size, a replacement dwelling is one with the same building footprint, floor area and volume.*
- 23.3 *The original dwelling means:*
- *either the dwelling house that existed on the site on 1 July 1948; or*
  - *if there was no dwelling on that site at that time, the first dwelling built after that date, as it existed when first built,*

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## **POLICY 24 AGRICULTURAL AND FORESTRY WORKERS' DWELLINGS**

**Dwellings for agricultural and forestry workers will be permitted in selected small villages under Policies 6 and 8.**

**Elsewhere in the Green Belt and the Rural Area, permission will only be granted for such dwellings where they would meet all of the following criteria:**

- (a) there is a clear established and existing functional need for a new dwelling on the unit;**
- (b) suitable alternative accommodation or buildings capable of conversion do not exist;**
- (c) the enterprise has been clearly demonstrated to be viable and sustainable;**
- (d) the dwelling would not have a damaging impact on the character or amenity of the surrounding area;**
- (e) the dwelling would be commensurate in size with the established functional requirements of the unit; and**
- (f) safe access could be provided.**

**Permission will not normally be given where an existing dwelling on the unit, or a building suitable for conversion to a dwelling has been disposed of in the previous five years.**

**Where the viability of a new agricultural or forestry activity is being tested permission will be given for the provision of temporary accommodation on the unit provided that it meets the following criteria:**

- (a) **there is a proven functional need;**
- (b) **a firm intention and ability to develop the enterprise has been demonstrated;**
- (c) **the financial development of the enterprise has been soundly planned;**
- (d) **there is no other suitable accommodation available on the unit or within the area; and**
- (e) **the siting of the accommodation would not detract from the character or appearance of the surrounding area.**

**The maximum period for a temporary permission will normally be three years.**

**The occupation of any agricultural or forestry worker's dwelling will be limited to:**

- (i) **a person principally or last employed in agriculture or forestry and his/her family;**
- (ii) **and subsequently his/her surviving spouse and/or resident dependants**

#### Reasons

- 24.1 Agriculture and forestry are principal uses of the countryside, and very occasionally new residential accommodation will be needed to sustain new agricultural and forestry enterprises and changes in practice. Safeguards are important to ensure the accommodation is not readily sold as general housing, resulting in unnecessary development in open countryside. Careful control of the amount, location and design of any new building will avoid harming the character and appearance of the countryside.

#### *Background*

- 24.2 *Annex I of PPG7: 'The Countryside - Environmental Quality and Economic and Social Development' outlines functional and financial tests and other considerations which should be applied to proposals for new agricultural and forestry workers' dwellings. The advice covers the provision of temporary and permanent dwellings, criteria for which are set out in paragraphs I5 (on permanent dwellings) and I14 (on temporary dwellings). Policy 24 is consistent with Government advice.*
- 24.3 *Paragraph I11 in the same Annex to PPG7 says that the size of any new dwelling should be limited to that which is functionally necessary for the enterprise to operate. The Council therefore expects each applicant to demonstrate the size of premises that is required, using the guidelines in*

*the Background to Policy 20 (i.e. for affordable housing) as a reference: the guidelines should not be exceeded.*

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## **POLICY 25 AFFORDABLE HOUSING IN THE GREEN BELT AND IN THE RURAL AREA**

**Small scale affordable housing schemes promoted by parish councils, village trusts and other similar organisations (including registered social landlords) may be accepted on sites not appropriate for general housing development if**

- (a) there is a genuine local need which cannot be accommodated in any other way;**
- (b) the accommodation is so managed as to meet local needs in perpetuity; and**
- (c) village character and the appearance of the countryside are not damaged.**

**Genuine local needs will be established through surveys carried out with the support of Parish Councils. As well as standard information on ages and numbers in the household, such surveys should establish:**

- (i) the strength of the connection with the Parish;**
- (ii) the extent of difficulty in obtaining local housing; and**
- (iii) current housing circumstances;**

**in relation to present and likely future needs.**

**In the Rural Area sites will normally be located in or immediately adjoining selected small villages. However in the Green Belt sites located outside selected small villages will not normally be acceptable. Exceptions to these location criteria may be possible, but must be very carefully justified having regard to existing settlement and development patterns, protection of the countryside and specific indications of need.**

### **Reasons**

- 25.1 The provision of affordable housing in rural areas will broaden the choice of tenure and occupation and enable children of long established residents and other local people to find affordable homes. This will help to sustain community life in the small village areas and countryside. Any development



permitted will usually be an exception to policies protecting the countryside and must therefore be carefully controlled to protect the environment.

### *Background*

- 25.2 *The Government advises in Planning Policy Guidance Note 3: 'Housing' that, as an exception to normal policy, affordable rural housing may be provided on land which would otherwise be unacceptable for general housing use. Sites should not be allocated in the Plan because otherwise their acquisition costs would be likely to rise and the housing would no longer be provided at low cost.*
- 25.3 *Policy 24 allows accommodation for agricultural or forestry workers to be provided, but the extent of any further genuine need which must be met in the countryside in order to sustain the community is unclear.*
- 25.4 *The 1998 borough-wide housing needs survey indicates a substantial general housing problem across the rural area of Dacorum, but as the definition of the rural area included the whole Borough minus the towns, the results are not sufficiently precise for judging whether a particular affordable housing scheme should be provided in an individual village. The results are generally indicative that rural parishes would benefit from appropriate small scale schemes over the remaining plan period. The next borough-wide housing needs survey will cover the rural area in more depth, though it will probably need to be supplemented with a local housing needs survey (which fairly demonstrates a real local need) to justify a new rural housing proposal. Any local rural housing proposal will stand the best chance of success if it has the support of the appropriate parish council.*
- 25.5 *Local housing needs surveys should give a more precise picture of the extent and nature of local needs, which may vary between parishes. Local opinions as to how the needs should be met will also vary. The strength of a household's connection with the parish should be judged from length of residence or any other strong links relating to family ties and local employment. Information on total household income and an estimate of the maximum possible contribution to the rent or purchase of a property is required to assess the extent of difficulty in obtaining housing locally. Information on current housing circumstances, such as the type and condition of existing accommodation and whether households are sharing accommodation, should help to establish how pressing the need for low cost housing is.*
- 25.6 *The policy allows for the possibility that local rural affordable housing needs could be met through conversion or adaptation of buildings. However experience in the Borough and throughout Hertfordshire shows that new buildings are normally required. Sites, on which new affordable housing units may be built, are best sought within the selected small villages listed under Policies 6 and 8 and delineated on the Proposals Map.*

- 25.7 *The normal locational criteria in the policy will be very closely followed. It is accepted there may be exceptions, but they must be very carefully justified in order to protect the countryside environment.*
- 25.8 *Planning obligations will be used to ensure that dwellings provided under this policy are allocated to local people in housing need, both on the initial allocation and for all subsequent allocations. A cascade approach to the system of allocations will ensure that no dwelling is left empty (i.e. if there was no household in need in the village or parish at some point in the future, then any dwelling which became vacant could be allocated to a household in need in the next village or parish).*
- 25.9 *The Government advises that any housing planned under this policy should initially be regarded as additional to the provision in the development plan. Therefore it is appropriate for completions of additional affordable housing units to count towards the overall Structure Plan housing requirement.*
- 

## **POLICY 26 RESIDENTIAL CARAVANS**

**Proposals for residential caravans and mobile homes will be treated as though they were for residential buildings and will therefore be subject to the same policies and criteria unless they fall into one of the following categories:**

- (i) temporary accommodation for agricultural or forestry workers which complies with the criteria in Policy 24;**
- (ii) touring caravan sites that accord with Policy 95;**
- (iii) gypsy caravan sites which meet the criteria in Policy 27.**

**In addition special circumstances may justify permission being given for a temporary period (for example when the viability of a new agricultural unit needs to be tested - see Policy 24). A temporary period will not normally exceed three years.**

### Reasons

- 26.1 Caravans and other moveable structures can provide permanent homes. They can have an impact on the environment just as static forms of housing accommodation do. In most circumstances therefore it is appropriate that all housing accommodation is treated similarly.
- 

## **POLICY 27 GYPSY SITES**

**The existing sites at North East Hemel Hempstead and Long Marston Airfield are recognised as being important to meeting the existing need for gypsy accommodation in the Borough. Planning permission**

**will not be granted for alternative uses which would result in the loss of these sites unless satisfactory alternative provision is made or the planning authority is satisfied that the facility is no longer required.**

**New sites will not be permitted in the Green Belt or Chilterns Area of Outstanding Natural Beauty or on Sites of Special Scientific Interest.**

**Elsewhere new sites will be acceptable providing they:**

- (i) are of an appropriate scale;**
- (ii) have safe access to the primary road network;**
- (iii) have access to shops, education, social and health facilities;**
- (iv) are effectively landscaped and designed to be sympathetic to the character of the surrounding area; and**
- (v) do not have an adverse effect on local residential amenity.**

#### Reasons

- 27.1 Gypsies form a small percentage of the population, with specialised land use requirements which the Council should consider on the basis of need. Circular 1/94: Gypsy Sites and Planning imposes a duty on local authorities to indicate what regard they have had for the needs of gypsies, either by identifying sites or by policies which give clear and realistic criteria for the development of private gypsy sites. Circular 1/94 states that gypsy sites are not regarded as being among those land uses which are normally appropriate in the Green Belt and that Green Belt land not be allocated for gypsy sites in the development plan. Any sites will be normally located in or close by existing settlements, having regard to existing settlement and development patterns and the protection of the countryside.

#### Background

- 27.2 *The site at Long Marston has six pitches and the site at North East Hemel Hempstead has thirty pitches: both are owned by the County Council. Each pitch is equipped with a small building housing washing and toilet facilities. There is also a site office for the warden. The County Council's Policy Statement on Gypsies and Travellers (August 2000) states in Policy 10 that the County Council's policy is to retain and manage its existing sites.*
- 27.3 *No particular need for a site for travelling show people has been demonstrated, although should a need arise the Council will follow advice on the handling of planning applications set out in the Department of Environment Circular 22/91: 'Travelling Showpeople'. There are two small sites in Dacorum, providing space for about 6 caravans in total.*

## **POLICY 28 RESIDENTIAL MOORINGS**

**Proposals for a limited number of residential moorings will be acceptable within and at the edge of urban areas, subject to the relevant development control criteria. Locations in open countryside will only be acceptable where they are incorporated into an appropriately sited recreational mooring basin.**

**Proposals must:**

- (a) integrate successfully with the surrounding landscape and/or townscape;**
- (b) be served by adequate road access;**
- (c) have no adverse effect on the nature conservation value of the canal or nearby land;**
- (d) not result in the local road system being overloaded;**
- (e) cause no harm to the historic or visual character of the canal;**
- (f) be close to existing services and amenities; and**
- (g) make a positive contribution to the canalside environment;**

**In addition they should:**

- (i) include sufficient space at the moorings for essential facilities and landscaping;**
- (ii) provide adequate pedestrian and service vehicle access;**
- (iii) have no individual garden area;**
- (iv) only provide minimal essential lighting, which shall be located so as to minimise glare and/or visual intrusion;**
- (v) not impede navigation and/or the use of the towpath; and**
- (vi) provide appropriate parking space at a standard of one space per two boats, except where the mooring is either located within comfortable walking distance of a town or local centre or is easily accessible by passenger transport.**

Reasons

- 28.1 Residential moorings offer an opportunity for comparatively low cost accommodation and a different lifestyle, and there is a steady demand for

them. This demand is best met in carefully controlled and planned sites, avoiding harm to the countryside or surrounding area. The provision of appropriate sites will help reduce the problem of unauthorised moorings creating nuisance (e.g. noise from generators due to lack of mains power supply, smoke from the use of solid fuel) and indeed difficulties for the occupiers (e.g. in satisfactorily disposing of rubbish). The number and siting of permanent residential moorings however must be limited to safeguard the canal environment.

### *Background*

- 28.2 *The principal offline residential moorings in Dacorum are at the boatyard in Winkwell and at the new mooring basin in Apsley (which is part of Proposal TWA2). Other facilities include a marina at Cow Roast with wet dock and chandlery, a boatyard in Berkhamsted and other minor facilities such as sanitary stations/water points.*
- 28.3 *New permanent residential moorings are likely to be permitted under this policy, as well as a small number provided at recreational mooring facilities as a security measure.*
- 28.4 *British Waterways is developing a new approach to the definition of 'continuously cruising' to minimise the length of time houseboats can remain in one place, and taking action against unlicensed residential boats.*
- 28.5 *New permanent residential moorings should normally be offline (i.e. not on the towpath). There should be space for essential facilities – i.e. water and electricity supply and for refuse and sewage disposal. Any parking and other features, e.g. lighting, should be unobtrusive. General storage and the erection of antennae on the land are not considered to be essential facilities.*
- 28.6 *In the context of the policy, a comfortable walking distance is construed as 800 m to a local centre and 1,000 m to a town centre (not taking into account the effects of any significant slopes). Full car parking is not necessary if passenger transport, normally bus, is accessible within 400 m of the moorings and the service is regular and frequent – i.e. at least a half hourly service during the day time Mondays – Saturdays.*

## SCHEDULE OF HOUSING PROPOSAL SITES

### **PART I: SITES PROPOSED FOR DEVELOPMENT IN THE PLAN PERIOD (I.E. UP TO MARCH 2011), WHICH CAN BE BROUGHT FORWARD AT ANY TIME**

Sites in Part I of the schedule have a total net capacity of 2,258 units, of which 784 have planning permission.

At 1 April 2001, some units had already been built. 2,124 units remain to be completed: 696 of these have planning permission.

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<b>A: TOWNS</b>	<b>BERKHAMSTED</b>
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<i>Site reference:</i>	<b>H1</b>
<i>Site location:</i>	<b>Berkhamsted Hill</b>
<i>Area (Ha):</i>	<b>14</b>
<i>Net capacity:</i>	<b>156</b>
<i>Planning Requirements:</i>	<b>The site is suitable for a retirement village, consisting of independent dwellings (for which the net capacity is stated), communal facilities and a residential care home. The development should be no more intensive than the existing agricultural research station in terms of building impact, and traffic and parking generation. The existing mansion must be retained, and its setting (including the formal gardens) maintained and enhanced. The brick farm buildings should be retained if possible. The development must be planned as a whole, retaining the open parkland setting and contributing to the achievement of nature conservation and wider landscape objectives. A more general housing scheme with individual garden plots would not be acceptable.</b>
	<b>After the proposal is implemented, the site will be treated as a major developed site in the Green Belt. No outward expansion of the developed area will be permitted. Subdivision of the grounds will be resisted and proposals increasing</b>

the number of dwellings or noticeably intensifying the retirement village development refused. Very minor improvements designed in the context of the retirement village as a whole may be possible.

*Progress:*

An outline planning application for a retirement village has been approved and 71 units constructed. Since 1.4.01 97 units have been completed.

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*Site reference:*

**H2**

*Site location:*

**Land at Gossoms End/Stag Lane**

*Area (Ha):*

**3.22**

*Net capacity:*

**140**

*Planning requirements:*

**High quality housing scheme to include a high proportion of affordable housing (i.e. 33% of the total number of units). Two storey terraced housing is encouraged, although some flats may be possible. A significant proportion of 1 and 2 bedroom properties is required. The principal vehicular access is to be taken from Stag Lane, with secondary access from Belton Road/Riverside Gardens to be investigated. The relationship of the site to the canal, including the provision of suitable pedestrian and cycle links, should be carefully considered. The canalside environment should be significantly enhanced and the stability of the canal embankment safeguarded. A programme of archaeological evaluation will be required and the implementation of any necessary mitigation measures. A contribution towards the provision of additional educational facilities may also be required. A development brief should be prepared.**

*Progress:*

**P**

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*Site reference:*

**H3**

*Site location:*

**Byways, Headlands, Gravel Path**

*Area (Ha):*

**0.78**

*Net capacity:*

**6**

*Progress:*

**D**

**Under construction since 1.04.01.**

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*Site reference:* **H4**  
*Site location:* **Rex Cinema, 91-101 High Street**  
*Area (Ha):* **0.31**  
*Net capacity:* **27**  
*Progress:* **D**  
**Under construction since 1.04.01.**

---

*Site reference:* **H5**  
*Site location:* **Ex-Glaxo Site, Manor Street/Ravens Lane**  
*Area (Ha):* **0.6**  
*Net capacity:* **49**  
*Progress:* **P. A scheme has been approved subject to a planning obligation.**  
**Under construction since 1.04.01.**

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*Site reference:* **H6**  
*Site location:* **Blegberry, Shootersway**  
*Area (Ha):* **1.01**  
*Net capacity:* **4**  
*Progress:* **O**

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*Site reference:* **H7**  
*Site location:* **97 High Street, Northchurch**  
*Area (Ha):* **0.25**  
*Net capacity:* **11**  
*Progress:* **P. A scheme has been approved subject to a planning obligation.**  
**Since 1.04.01, a revised scheme for 11 units has been approved which is reflected in the above net capacity.**

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*Site reference:* **H8**  
*Site location:* **R/o 12-21 Seymour Road, Northchurch**  
*Area (Ha):* **0.2**  
*Net capacity:* **9**  
*Progress:* **D**  
**Completed since 1.04.01.**

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#### **HEMEL HEMPSTEAD**

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*Site reference:* **H9**  
*Site location:* **Bury Garage, 74 Bury Road**  
*Area (Ha):* **0.15**

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*Net capacity:* 9  
*Progress:* O. Capacity is an estimate.

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*Site reference:* H10  
*Site location:* 20 Cambrian Way  
*Area (Ha):* 0.12  
*Net capacity:* 1  
*Progress:* D. The development will result in the demolition of 4 existing houses and their replacement by 5 affordable housing units. Under construction since 1.04.01.

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*Site reference:* H11  
*Site location:* 74 Cowper Road  
*Area (Ha):* 0.31  
*Net capacity:* 4  
*Progress:* U/C.  
Completed since 1.04.01.

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*Site reference:* H12  
*Site location:* Land at Fletcher Way/Wheatfield, Hemel Hempstead  
*Area (Ha):* 0.3  
*Net capacity:* 8  
*Planning requirements:* Affordable housing scheme. The site is available for this scheme on the basis that an alternative site is provided and developed for a new youth centre (currently identified as Proposal C2 in the Schedule of Social and Community Facilities Proposal Sites).  
*Progress:* P. A scheme has been approved subject to a planning obligation.

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*Site reference:* H13  
*Site location:* South Hill House, Heath Lane  
*Area (Ha):* 0.22  
*Net capacity:* 12  
*Planning requirements:* A flatted development with communal gardens is appropriate. The layout and design must respect the open land setting and character.  
*Progress:* O

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<i>Site reference:</i>	<b>H14</b>
<i>Site location:</i>	<b>r/o 20-22 Hillfield Road</b>
<i>Area (Ha):</i>	<b>0.24</b>
<i>Net capacity:</i>	<b>7</b>
<i>Progress:</i>	<b>D</b>
<hr/>	
<i>Site reference:</i>	<b>H15</b>
<i>Site location:</i>	<b>Highfield House, Jupiter Drive</b>
<i>Area (Ha):</i>	<b>1.09</b>
<i>Net capacity:</i>	<b>24</b>
<i>Progress:</i>	<b>U/C</b>
<hr/>	
<i>Site reference:</i>	<b>H16</b>
<i>Site location:</i>	<b>Lockers Park School, Lockers Park Lane</b>
<i>Area (Ha):</i>	<b>0.11</b>
<i>Net capacity:</i>	<b>7</b>
<i>Planning requirements:</i>	<b>Development must be sympathetic to the open land character and setting. The scheme is to be maintained as staff accommodation ancillary to the educational use of the school.</b>
<i>Progress:</i>	<b>U/C</b>
<hr/>	
<i>Site reference:</i>	<b>H17</b>
<i>Site location:</i>	<b>St George's Church, Long Chaulden/School Row</b>
<i>Area (Ha):</i>	<b>0.3</b>
<i>Net capacity:</i>	<b>23</b>
<i>Planning requirements:</i>	<b>A contribution towards the provision of additional educational facilities may be required depending on the type of residential units proposed.</b>
<i>Progress:</i>	<b>P</b>
<hr/>	
<i>Site reference:</i>	<b>H18</b>
<i>Site location:</i>	<b>Land at North East Hemel Hempstead</b>
<i>Area (Ha):</i>	<b>12.9</b>
<i>Net capacity:</i>	<b>350</b>
<i>Planning Requirements:</i>	<b>Residential scheme to be linked to land south of Redbourn Road (Proposal H41 in this Schedule) and planned comprehensively with development for employment purposes on adjoining land at Three Cherry Trees Lane (see Proposal E4 in the Schedule of Employment</b>

**Proposal Sites). A development brief is required. The site cannot be developed in the absence of a comprehensively planned transport infrastructure and off-site highway improvements, including the completion of the North East Hemel Hempstead Relief Road (Proposal T7 in the Schedule of Transport Proposal Sites and Schemes).**

**The site will accommodate a mixed housing development, including a range of 1, 2 and 3 bedroom houses and flats. A high proportion of affordable housing is required (i.e. around 50% of the total number of units). Vehicular access is to be provided by a loop road passing through the site and connecting to Three Cherry Trees Lane to the north of the travellers' site. Bus access should include a link into Proposal E4. A network of pedestrian and cycle routes should be provided through the site, connecting with local facilities likely to be used by residents (e.g. schools, shops and leisure space) and external routes (particularly the Nicky line and via Proposal E4 to Buncefield Lane, part of Proposal Tv in the Schedule of Transport Proposal Sites and Schemes). Pedestrian and cycle links to Woodhall Farm must be provided, including safe and convenient crossing points on Redbourn Road. Existing wooded areas, trees and hedgerows to be retained and supplemented. New landscaping should include landscaped buffers on the southern and eastern boundaries of the site and landscape improvements to the setting of the balancing tank: the buffers should be approximately 30m wide and contain semi-mature and mature broad-leaved native trees.**

**Provision for very small scale retailing/social and community facilities to be made. A contribution towards the provision of additional educational facilities will be required. Assessment of**

archaeological potential required before development takes place, with implementation of measures to mitigate the impact of new development as necessary. Design of development to respect the character and ecological value of the Nicky Line cycle route. Small local park (of at least 1.3 hectares) to be provided (Proposal L9 in the Schedule of Leisure and Tourism Proposal Sites), as well as other areas for informal play space.

*Progress:*

**P**

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*Site reference:*

**H19**

*Site location:*

**Hanover Green, Puller Road**

*Area (Ha):*

**0.33**

*Net capacity:*

**14**

*Progress:*

**U/C. The scheme will result in the demolition of 18 existing houses and their replacement with 32 affordable housing units.**

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*Site reference:*

**H20**

*Site location:*

**TA Centre, Queensway**

*Area (Ha):*

**1.01**

*Net capacity:*

**60**

*Planning requirements:*

**Around 20% of the total number of units should be affordable housing. A contribution towards the provision of additional educational facilities may be required.**

*Progress:*

**P**

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*Site reference:*

**H21**

*Site location:*

**Just Tyres Retail Ltd, Selden Hill**

*Area (Ha):*

**0.33**

*Net capacity:*

**60**

*Planning requirements:*

**Around 25% of the total number of units should be affordable housing.**

*Progress:*

**P. Original scheme was approved with a net capacity of 95 units subject to a planning obligation. This was later withdrawn.**

**Since 1.04.01, a revised scheme has been approved with a net capacity of 60. The**

latter is considered more appropriate and is reflected in the capacity shown above.

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<i>Site reference:</i>	<b>H22</b>
<i>Site location:</i>	<b>Former Bus Turning Head, Washington Avenue</b>
<i>Area (Ha):</i>	<b>0.26</b>
<i>Net capacity:</i>	<b>7</b>
<i>Planning requirements:</i>	<b>Affordable housing scheme for life-time homes.</b>
<i>Progress:</i>	<b>D</b> <b>5 units constructed since 1.04.01.</b>

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#### **TWO WATERS AND APSLEY**

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<i>Site Reference:</i>	<b>TWA1</b>
<i>Site Location:</i>	<b>Breakspear Hospital allergy testing centre, 162-192 and land to the rear of 194-238 Belswains Lane</b>
<i>Net Capacity:</i>	<b>92</b>
<i>Progress:</i>	<b>P</b>

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<i>Site Reference:</i>	<b>TWA2</b>
<i>Site Location:</i>	<b>The former John Dickinson's factory site, Belswains Lane</b>
<i>Area(Ha):</i>	<b>7.3</b>
<i>Net Capacity:</i>	<b>430</b>
<i>Progress:</i>	<b>D. 130 units constructed since 1.4.01.</b>

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<i>Site Reference:</i>	<b>TWA3</b>
<i>Site Location:</i>	<b>Land to the north west of the Manor Estate, adjoining Manorville Road</b>
<i>Net Capacity:</i>	<b>30</b>
<i>Progress:</i>	<b>P</b>

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<i>Site Reference:</i>	<b>TWA4</b>
<i>Site Location:</i>	<b>Land to the south west and south east of the Manor Estate</b>
<i>Net Capacity:</i>	<b>270</b>
<i>Progress:</i>	<b>P</b>

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<i>Site Reference:</i>	<b>TWA 5</b>
<i>Site Location:</i>	<b>Gas Board site and land to the rear, London Road</b>

*Net Capacity:* 150  
*Progress:* P. Since 1.4.01, outline scheme approved for 36 flats on part of the site accessed from Stratford Way and adjacent to the railway line.

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*Site Reference:* TWA 6  
*Site Location:* The British Paper Company, land at Mill Street and rear of London Road  
*Net Capacity:* 59  
*Progress:* P. A scheme has been approved subject to a planning obligation. Planning permission granted since 1.4.01.

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*Site Reference:* TWA 7  
*Site Location:* Land at the former John Dickinsons, including the high bay warehouse, London Road  
*Net Capacity:* 112  
*Progress:* Planning permissions granted and in progress since 1.4.01. These include the development of 112 flats on part of the site. See also Schedule of Employment Proposal Sites: Two Waters and Apsley where the full proposal is recorded.

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#### TRING

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*Site reference:* H23  
*Site location:* Gas Holder Site, Brook Street  
*Area (Ha):* 0.25  
*Net capacity:* 20  
*Progress:* D

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*Site reference:* H24  
*Site location:* 21-23 Gamnel Terrace  
*Area (Ha):* 0.11  
*Net capacity:* 4  
*Progress:* U/C. 3 units constructed.

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*Site reference:* H25  
*Site location:* 55 King Street  
*Area (Ha):* 0.11  
*Net capacity:* 10

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*Progress:* **D. 2 units constructed some years ago. No further activity on site since.**

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*Site reference:* **H26**  
*Site location:* **Former Osmington School, Okeford Drive**  
*Area (Ha):* **1.3**  
*Net capacity:* **11**  
*Progress:* **D. 9 units constructed. No further activity on site since and 2 units remain outstanding.**

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*Site reference:* **H27**  
*Site location:* **Dundale**  
*Area (Ha):* **1.6**  
*Net capacity:* **23**  
*Planning requirement:* **Housing development is only allowed on part of this site where it results in securing the implementation of Proposal L3 in the Schedule of leisure and Tourism Proposal Sites and, via a commuted financial sum or other agreed means, its future maintenance as an ecological park. The precise development area and scale of development will be established through a development brief. The development area will be based on the grassland “paddock area” between Nathaniel Walk and Elm Tree Walk. Vehicular access off Nathaniel Walk may be through the woodland. Part of the woodland area north of the paddock may also be incorporated into the housing development but a distance of at least 20 metres shall be maintained between the boundary of the development site and the southern edge of the lake.**

**The development will be considered in the context of the site being part of the Tring Open Land strategy (see Policies 9 and 120).**

**The principle of development is also subject to appropriate ecological surveys being undertaken as part of any planning application and any mitigating measures being able to be successfully**

incorporated into the wider area. The Council will rely on the advice of the Hertfordshire Biological Records Centre or others as to the nature and validity of any ecological surveys. Any detrimental impact on identified rare species or habitat so as to unacceptably threaten the site's status as a Wildlife site will either prevent development from occurring or will need to be mitigated as part of the development.

The site's boundary treatment will be consistent with it adjoining an environmentally sensitive public open space. Trees within and on the edge of the development area will be as far as possible retained in the design of the site and protected throughout development. An element of affordable housing will need to be considered as part of any planning application taking into account the overall planning requirements. A contribution towards the provision of additional educational facilities will be required. Pedestrian links to be achieved reflecting historic footpath routes associated with Dundale.

*Progress:*

P.  
Scheme submitted for 23 units since 1.04.01. Site area and capacity is based on this.

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**B: LARGE VILLAGES**

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**BOVINGDON**

*Site reference:*

H28

*Site location:*

15 - 19 Green Lane

*Area (Ha):*

0.4

*Net capacity:*

3

*Progress:*

D.

The development will result in the demolition of 3 existing dwellings and their replacement by 6 houses.

A revised scheme has been approved for 7 houses (net 4) since 1.04.01.

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**KINGS LANGLEY**

*Site reference:*

H29



*Site location:* Land to the r/o 35-37 Watford Road  
*Area (Ha):* 0.7  
*Net capacity:* 6  
*Progress:* P.  
Planning permission has been approved and the scheme completed since 1.04.01.

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**MARKYATE**

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*Site reference:* H30  
*Site location:* 2 Buckwood Road  
*Area (Ha):* 0.1  
*Net capacity:* 5  
*Progress:* O

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*Site reference:* H31  
*Site location:* Harts Motors, 123 High Street  
*Area (Ha):* 0.09  
*Net capacity:* 9  
*Progress:* O

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*Site reference:* H32  
*Site location:* 33-39 Pickford Road  
*Area (Ha):* 0.52  
*Net capacity:* 8  
*Progress:* P. An outline scheme has been approved subject to a planning obligation.

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**C: SMALL VILLAGES AND COUNTRYSIDE**      **POTTEN END**

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*Site reference:* H33  
*Site location:* Aircraft Electrical and Artisan Rollers Ltd, Water End  
*Area (Ha):* 0.3  
*Net capacity:* 10  
*Progress:* P. A detailed scheme has been approved subject to a planning obligation.  
Work has commenced since 1.04.01.

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*Site reference:* H34  
*Site location:* Potten End Motors Ltd, Water End Road  
*Area (Ha):* 0.13  
*Net capacity:* 5  
*Progress:* U/C. 3 units constructed.  
Scheme completed since 1.04.01.

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**WILSTONE**

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<i>Site Reference:</i>	<b>H35</b>
<i>Site Location:</i>	<b>The Mill Site, Tring Road</b>
<i>Area (Ha):</i>	<b>0.58</b>
<i>Net Capacity:</i>	<b>13</b>
<i>Planning Requirements:</i>	<b>High quality residential development to respect the edge of village setting and conservation area and to include a proportion of affordable housing (i.e. 30% of the total number of units). Satisfactory vehicular access required.</b>
<i>Progress:</i>	<b>P. A scheme has been approved subject to a planning obligation. Proposal has been amended since 1.04.01 to increase the net capacity to 16 units.</b>

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**PART II: SITES RESERVED FOR IMPLEMENTATION BETWEEN 2006 AND 2011**

In Part II of the schedule total net capacity is 418 units.

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**BERKHAMSTED**

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<i>Site reference:</i>	<b>H36</b>
<i>Site location:</i>	<b>New Lodge, Bank Mill Lane</b>
<i>Area (Ha):</i>	<b>1.9</b>
<i>Net capacity:</i>	<b>50</b>
<i>Planning requirements:</i>	<b>High quality design and landscaping to include a substantial proportion of affordable housing (i.e. 40% of the total number of units). Retention of tree coverage across the site, particularly on the road frontages. A scheme involving a block of flats is preferred. Three storey development may be acceptable subject to a satisfactory impact on the character of the site. Any additional planting to maintain semi-rural setting of site and to reinforce eastern boundary of New Lodge as new, long-term boundary to Green Belt. The River Bulbourne should be protected during construction and all</b>

buildings are to be set back from its bank. Improvement and enhancement of river edge also required. Access to be provided from London Road. A new bus stop should be provided. A contribution towards the provision of additional education facilities may be required depending on school capacities when the site comes forward. Development Brief required.

*Progress:*

P.

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*Site reference:*

**H37**

*Site Location:*

**Land at Durrants Lane/Shootersway**

*Area (Ha):*

**4.4**

*Net capacity:*

**100**

*Planning requirements:*

**A comprehensive planning framework is needed to link the three main land uses are proposed in this area: i.e. housing (Proposal H37); school with playing fields (Proposal C1 in the Schedule of Social and Community Facilities Proposal Sites) and new leisure space (Proposal L1 in the Schedule of Leisure and Tourism Proposal Sites).**

**The main vehicular access for the housing is to be taken from Durrants Lane. The impact of development on the surrounding countryside, cross valley views and the skyline should be minimised.**

**Trees and landscaping must be retained and supplemented. Landscaping must reinforce boundaries of new, long term Green Belt boundaries and provide for a soft edge to the town.**

**Mixed two storey housing development to include a high proportion of affordable housing (i.e. around 40% of the total units). Housing will not be permitted unless the school and playing fields are accommodated on the adjoining sites and the provision of new leisure space is secured.**

**A contribution towards the provision of**

additional educational facilities may be required depending on school capacities when the site comes forward.

The site is considered to contain remnants of Grims Ditch a prehistoric monument. A full assessment of the site's archaeological potential will therefore be required before development takes place, with implementation of measures to mitigate the impact of new development as necessary. These are likely to include the preservation of any remains in situ.

A development brief is required. The brief will need to resolve the extent and location of land uses, within the parameters set out above. The brief must investigate and provide for improvements to local road and pedestrian facilities, including the preparation and submission of a school transport plan in conjunction with Proposal C1, consider the possibility of secondary access from Ridgeway, and to provide for future management of Cox Dell and The Plantation.

*Progress:*

Planning permission has been granted for an extension to the school

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#### HEMEL HEMPSTEAD

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*Site Reference:*

**H38**

*Site Location:*

**Buncefield Lane/Green Lane**

*Area (Ha):*

**2.4**

*Net Capacity:*

**80**

*Planning requirements:*

**High quality housing and landscaping. A high level of affordable housing is required (i.e. 40% of the total number of units). Substantial open area needed as buffer to the adjoining open land. Hedgerows are to be retained as far as possible and supplemented. Buncefield Lane cycleway to be safeguarded (part of Proposal Tv: see Schedule of Transport Proposal Sites and Schemes and Transport Diagram 3). A new footpath route should cross the site from Buncefield Lane, linking to the open land**

to the west. Point closure of Buncefield Lane adjoining site. Vehicular access is to be provided from Green Lane and the lane widened between Leverstock Green School and the site access. Development brief required; this may consider traffic routes and traffic management options further in conjunction with Proposal H42 (Land at Westwick Farm). The effect of the development on run-off must be investigated and appropriate drainage works undertaken. A contribution may be required towards increasing the capacity of the adjoining balancing pond. Programme of archaeological evaluation required and the implementation of any necessary impact mitigation measures, A contribution towards the provision of additional educational facilities will be required. Provision of local health facilities to be investigated.

*Progress:*

**P.**

*Site reference:*

**H39**

*Site location:*

**Land to the rear of Ninian Road and Argyll Road**

*Area (Ha):*

**0.60**

*Net capacity:*

**11**

*Planning requirements:*

**Affordable housing development. Access to be taken from Ninian Road and link road formed with Argyll Road. Traffic calming measures required. Displaced parking to be relocated. Clear, new boundary to the Green Belt to be established. Careful approach to landscaping, layout and building design required to limit impact of development on adjoining open land and to satisfactorily integrate with surrounding housing.**

*Progress:*

**P.**

*Site reference:*

**H40**

*Site location:*

**Paradise Fields**

*Area (Ha):*

**0.67**

*Net capacity:*

**40**

*Planning requirements:*

**Residential scheme to be planned**

comprehensively with Proposals C5 and L8. Around 33% of the total number of units should be affordable housing. However, a higher proportion may be sought if any of the other requirements are subsequently omitted. Access arrangements to be considered in a development brief but should include access from the A414 to Hemel Hempstead General Hospital for Accident and Emergency vehicles by means of a two way signalised junction. Some housing may be required to be served from Turners Hill. Public footpaths to be retained and new link created between Turners Hill and Albion Hill. Hedgerows and trees generally to be retained and supplemented. Development brief required. A contribution may also be required towards the provision of additional educational facilities.

*Progress:*

**P.**

Since 1.4.01, a comprehensive outline scheme affecting this site and adjoining land for hospital related uses, housing, mixed commercial uses, open space and an access road has been submitted.

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*Site reference:*

**H41**

*Site location:*

**Land south of Redbourn Road**

*Area (Ha):*

**1.0**

*Net capacity:*

**30**

*Planning Requirements:*

**Development of site to be planned with land to the south of the Nicky Line at Three Cherry Trees Lane (Proposal H18 in this Schedule) and with land to the east in St Albans City and District Council area. See also Supplementary Planning Guidance on land for Development at North East Hemel Hempstead.**

**The housing scheme should include affordable housing units (i.e. around 30% of the total number of units). Design of development to respect the character and ecological value of the Nicky Line cycle route. Pedestrian and cycle links to be provided. A contribution towards the**

provision of additional educational facilities will be required. Retention of hedgerows and landscaping in order to provide a soft edge to the settlement and the open countryside beyond. Development brief required.

*Progress:*

P.

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*Site reference:*

H42

*Site location:*

Land at Westwick Farm, Pancake Lane

*Area (Ha):*

1.6

*Net capacity:*

50

*Planning requirements:*

Mixed two storey housing development to include a high proportion of affordable housing (i.e. around 50% of the total number of units). Vehicular access from Pancake Lane. Adjoining open land to form a green wedge link to open countryside beyond. New, long term Green Belt boundary to be created. Density, layout and landscaping to provide for a soft edge to settlement. Hedgerows to be retained as far as possible and supplemented.

Programme of archaeological evaluation required and implementation of any necessary impact mitigation measures. A contribution towards the provision of additional educational facilities will be required. Relocation of scout hut may be considered to provide better vehicular access opportunities whilst retaining the hedgerows along Pancake Lane. The provision of local health facilities to be investigated. A survey of the existing buildings at Westwick Farm to be carried out and those of architectural or historic merit to be retained. An open setting should be maintained surrounding the retained farm buildings and a substantial landscape buffer is required along Westwick Row. Development brief required. Brief to consider traffic routes and traffic management options including possible new route from Buncefield Lane to Green Lane and cycle and footpath connections.

*Progress:*

P.

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**KINGS LANGLEY**

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<i>Site reference:</i>	<b>H43</b>
<i>Site location:</i>	<b>Land rear of Watford Road</b>
<i>Area (Ha):</i>	<b>0.74</b>
<i>Net capacity:</i>	<b>17</b>
<i>Planning requirements:</i>	<b>Generally two storey housing respecting the character of surrounding development. A minimum of 7 units should be for affordable housing. Access to be provided from Watford Road via a link to adjoining housing development (Proposal H29 in this Schedule). A vehicular link to Rockliffe Avenue may be required. Landscaping and environmental improvements are required, in particular to enhance the soft edge of the settlement and the adjoining Green Belt. Existing trees within the site should be retained. A contribution towards the provision of additional educational facilities will be required. The layout, design and construction of the development should take account of the needs of the local badger population. Development brief required.</b>
<i>Progress:</i>	<b>P.</b>

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**MARKYATE**

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<i>Site Reference:</i>	<b>H44</b>
<i>Site Location:</i>	<b>Land at Manor Farm, High Street</b>
<i>Area (Ha):</i>	<b>1.3</b>
<i>Net capacity:</i>	<b>40</b>
<i>Planning requirements:</i>	<b>High quality housing of which around 50% should be affordable housing units. Careful design, layout and use of materials to limit impact on the landscape and the setting of Manor Farm. Design of housing should harmonise with character of Conservation Area to the south. Retention of existing hedgerows and trees along boundaries. New boundary to be established south of Manor Farm, including substantial landscape buffer zone. Additional planting also required adjoining A5 and along western boundary. Vehicular access via High</b>



**Street. Alterations to junction and other highway improvements will be required. Footpath link to school to be established across adjoining land to the east. Provision of public open space. A minimum of 5 parking spaces to be provided for users of the cemetery. Development brief required: inter alia this can consider the location of the parking for the cemetery in the context of any possible cemetery extension.**  
**P.**

*Progress:*

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**NOTES:**

1. The schedule is accurate at 1 April 2001. Progress is given at this date to accord with the housing programme. Supplementary information explains progress since.
2. The schedule only covers sites where 5 or more dwellings are proposed to be built.
3. Area is in hectares.
4. Planning status - i.e.
  - U/C units under construction; some will already have been completed.
  - D detailed (or full) planning permission exists.
  - O outline planning permission exists. For some sites capacity is estimated.
  - P proposed site; no planning permission exists. Capacity is estimated.
5. Net capacity: i.e. the number of units proposed less existing units replaced.



**SECTION 5  
EMPLOYMENT**



## **POLICY 29 EMPLOYMENT STRATEGY AND LAND SUPPLY**

**Sufficient land is provided for employment generating uses (i.e. business, industry and storage and distribution) throughout the Plan period to enable full employment to be achieved.**

**The minimum supply of employment land that will be retained will comprise:**

- (a) General Employment Areas (Policy 31);**
- (b) proposals set out in the Schedule of Employment Proposal Sites;**
- (c) land in town and local centres (Policies 38 and 39); and**
- (d) employment areas in the Green Belt (Policy 32).**

**This minimum employment land supply will be managed so as to meet the employment needs of the Borough.**

**Jobs from employment generating uses will be expected to make up any difference between the Borough's full employment requirement and the jobs potential of other uses (such as shopping, agriculture, leisure, tourism and local services).**

**Schemes should normally meet the proposed uses and the relevant planning requirements in the Schedule of Employment Proposal Sites, the Table of General Employment Areas (Policy 31) and the Table of Employment Areas in the Green Belt (Policy 32).**

**Other land with established employment generating uses (Policy 34) will continue to meet some employment needs, but is not part of the minimum supply to be retained. Alternative uses of land are identified for selected areas under Policy 33.**

**This supply will not be changed or reviewed unless the total number of jobs potentially available becomes seriously out of balance with the number of jobs needed in the Borough.**

**The assessment of this balance will have regard to:**

- (a) the available labour supply;**
- (b) the structure of and trends in the local economy;**
- (c) commuting levels set out in the Population Census 1991; and**
- (d) the supply of land for employment generating uses.**

## Reasons

- 29.1 One of the main aims of the Borough Local Plan is to sustain the health and prosperity of the local economy. This means creating the conditions for local people to be fully employed and for local firms to have a sufficient workforce.
- 29.2 To achieve a reasonable balance of employment development a supply of sites must be clearly identified. Variety in that supply provides greater opportunities for different firms and types of operation: it also helps create a robust economy which can meet local service requirements and is less susceptible to fluctuations in the structure of industry. Opportunities for employment development are amplified in Policies 31, 32, 34, 38 and 39. Policy 35 outlines proposals for employment development at North East Hemel Hempstead; these can make a qualified contribution to employment land supply.

## Background

- 29.3 *The Hertfordshire County Structure Plan Review (1991-2011) sets the strategic framework for development in Dacorum and encourages economic growth consistent with environmental constraints and minimising the need to travel.*
- 29.4 *The Local Plan employment strategy seeks to:*
- *sustain the development and continued prosperity of the Borough's economy so as to meet service needs and to provide work for existing residents,*
  - and*
  - *resist development that is likely to generate labour supply shortages (and thus lead to increased housing development pressure).*
- 29.5 *It is conditioned by two further important objectives; i.e.*
- *to make provision for a satisfactory transport system, improving accessibility while limiting the adverse effects of traffic*
  - and*
  - *to guide location and influence the type and form of development in ways which help conserve energy.*
- 29.6 *Control over the level of employment generating development in the Borough is required to avoid the effects of an economic growth spiral with its damaging environmental consequences. The Local Plan seeks to allocate a sufficient amount of land without encroaching into the Metropolitan Green Belt, the Chilterns Area of Outstanding Natural Beauty and other open countryside.*
- 29.7 *The land for employment generating uses includes business, industry or storage and distribution uses.*

- 29.8 *The term ‘business’ corresponds to Class B1, ‘industrial’ to Class B2 and ‘storage and distribution’ to Class B8 of the Town and Country Planning (Use Classes) Order 1987. This policy does not extend to other uses which might result in employment potential, for example retailing, leisure, education or residential care. Such uses make a very important contribution to the supply of jobs in the Borough, but development opportunities for them exist in areas other than in the supply of employment land as identified in Policy 29 .*
- 29.9 *The level of employment land provided aims to meet the employment needs of the Borough’s residents, whilst assuming prevailing levels of out-commuting will continue (i.e. as indicated by the 1991 population census).*
- 29.10 *Assumptions about the amount of land and development opportunities needed to achieve full employment and maintain economic prosperity are based on the forecasts of long term employment land needs in Hertfordshire carried out by consultants Pineda plc with Cambridge Econometrics in 1995. Their study, which was commissioned by Hertfordshire County Council and the district and borough councils in Hertfordshire, concluded there was scope for reducing the provision of employment land, whilst retaining enough land to achieve full employment. These forecasts have been taken into account by preparing the Dacorum Borough Local Plan (1991-2001), and some land previously identified for employment use has been reallocated for housing and other land uses.*
- 29.11 *When assessing the employment land supply the Council follows the advice in Planning Policy Guidance Note 4 ‘Industrial and Commercial Development and Small Firms’, in particular that sufficient sites are provided and “that there is a variety of sites available to meet differing needs”.*
- 29.12 *Policy 14 of the Structure Plan states that local plans “...need to ensure an adequate and balanced supply of employment floorspace...”.*
- 29.13 *and which falls outside categories (a) to (d) in the policy is defined as ‘other land with employment generating uses’. It is excluded from the defined employment land supply because it is not essential to facilitate the achievement of full employment. The supply set out in Policy 29 as categories (a) to (d) is considered to be sufficient for this purpose.*
- 29.14 *While a range of employment opportunities will continue to be maintained, the expectation is that traditional manufacturing as a major provider of jobs will continue to fall away and be replaced with service sector jobs - activities that are part of the ‘knowledge economy’.*
- 29.15 *To assist in the implementation of the knowledge economy, provision for specialised technological activities is being made on a greenfield site at North East Hemel Hempstead (see Policy 35, Proposal Site E4 and supplementary planning guidance to the Local Plan). This is one of Hertfordshire’s key employment sites.*

- 29.16 *Not all future employment will be in the knowledge economy. Opportunities for a broad range of employment uses should therefore remain as far as possible. The Local Plan contains sufficient flexibility over the supply of employment land and its policies to provide some scope for both the established and growth sectors of the economy.*
- 29.17 *Additional jobs will emerge over the plan period through opportunities in the service sector (e.g. retailing, hotels and restaurants, leisure and professional services) and by additional business/office development in identified core locations (see Policy 31). Long term changes in working practices such as working from home, 'teleworking' and job sharing may also provide new job opportunities without the need to identify new areas of land for employment use.*
- 29.18 *The assessment of employment land needs assumes no change in employment densities, the average number of employees occupying floorspace in different uses. In the recent past, some forecasts have predicted falling densities, with the effect that more floorspace would be required to accommodate the same number of employees. If such forecasts were accepted now, it might be that more employment land would have to be identified. However the research conducted by Piedad confirms that it is not justifiable to take account of such forecasts as they are highly speculative. Furthermore, less reliance is being placed on the 'traditional' sectors of industry and warehousing as providers of employment, with any deficiency in local employment provision to be remedied through the growth and development of other sectors (which often use land more intensively).*
- 29.19 *The amount of land identified in the Local Plan is considered sufficient to meet employment needs throughout the plan period. This approach is followed in the Hertfordshire County Structure Plan.*
- 29.20 *The level of business use development that can be provided over the plan period is significant and represents a considerable opportunity for developing new floorspace. New office development is likely to be achieved mainly through the redevelopment of sites in town centres and General Employment Areas which have been defined as 'core office locations' (see Policy 31). This is because no greenfield land allocations are proposed in the Plan for new freestanding office development. It is considered that there is sufficient redevelopment capacity in the core office locations to enable this level of provision to be met.*
- 29.21 *Other criteria in the policy provide a reasonable level of flexibility.*
- 29.22 *A further exception to applying the Policy 30 threshold controls is where new floorspace is needed to achieve full employment. If there is a shortfall in the number of jobs available to meet employment needs in the Borough, it is accepted that the threshold level may be breached. The prospect of this occurring, however, is considered unlikely.*



- 29.23 *Reasonable and realistic controls over the extent of employment development to be permitted over the Plan period follows the imperative of Policy 14 of the Structure Plan which states that regard should be had to “assessments of the balance between employment opportunities and the labour market in particular areas”.*

***Industrial and Storage and Distribution Floorspace***

- 29.24 *No specific numerical controls are proposed over industrial (Use Class B2) or storage and distribution (Use Class B8) floorspace. Firstly, the forecasting carried out by Pidea indicates a decline in demand for B2 floorspace. Secondly there is insufficient land to accommodate the highest forecast change in the level of B8 floorspace.*

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**POLICY 30 CONTROL OF FLOORSPACE ON EMPLOYMENT LAND**

**The supply of floorspace on employment land will generally be controlled by environmental constraints and specific planning requirements.**

**Provision is made for up to an additional 130,000 sq.m. of gross business floorspace between 1991 and 2011. This level is regarded as a guideline and may be exceeded if a proposal satisfies one or more of the following criteria:**

- (a) caters for the needs of an existing business firm in Dacorum;**
- (b) is small-scale, i.e. less than 235 sq.m. in area;**
- (c) creates provision which is needed specifically for users of modern industrial buildings or mixed business use buildings - these latter buildings should normally be designed:
  - (i) with a loading bay area and loading door;**
  - (ii) with an internal clearance height of 4.5 metres (minimum) over at least half the floor area; and**
  - (iii) so that an articulated vehicle can turn satisfactorily within the site;****
- (d) secures the aim of urban regeneration;**
- (e) is necessary to achieve the level of jobs required in the Borough under Policy 29 (i.e. full employment); or**
- (f) would not create or exacerbate a significant oversupply of jobs in the local economy.**

**A significant oversupply of jobs means an oversupply in relation to local employment needs (ref. Policy 29) leading to demonstrable housing, traffic or other pressure on the environment or social problems.**

#### Reasons

- 30.1 In order to achieve and maintain economic prosperity, provision should be made for offices, industry and storage and distribution. There is sufficient land within existing land allocations to achieve full employment, and a flexible approach should normally be taken to the needs of firms who wish to expand or take up the opportunity of existing sites. Forecasting by Piedad plc in the Long Term Employment Needs research study for Hertfordshire County Council and the Hertfordshire district authorities provides the basis for a reasonable level of land provision for new business floorspace.
- 30.2 However development for offices in particular can substantially increase the employment potential and occupation of individual sites, and cumulatively can lead to a high level of jobs available locally and a reduction in the opportunities for other types of business. The Council intends that employment development and planned housing provision (Policy 14) should be balanced. Both are governed by a strong concern for maintaining the quality of the environment in the countryside and Borough's settlements, not only in terms of individual sites but also in terms of that overall balance between them. Development for business use needs to be controlled to avoid excessive employment growth leading to housing, traffic and environmental pressures and other problems affecting the quality of life for people living in Dacorum.

#### *Background*

- 30.3 *The forecasting of long term employment land needs carried out by consultants, Piedad, for the County Council and Hertfordshire district and borough councils provides four different scenarios of the need for employment, and thus land and premises in the Business (B1), General Industrial (B2) and Storage and Distribution (B8) Use Classes. The forecasts are based on different assumptions about housing and employment growth over the Plan period.*
- 30.4 *It is considered that the overall availability of employment land and site specific and other policy constraints within the Plan will be sufficient to control the level of floorspace in the General Industrial and Storage and Distribution Use Classes so that a significant and damaging oversupply of jobs should not be created.*
- 30.5 *However a ceiling floorspace provision level for business development - and offices in particular - is considered necessary for two main reasons.*
- 30.6 *Firstly, employment from offices is expected to play an important role in providing jobs over the Plan period and therefore a reasonable level of*

*provision should be made. Employment from traditional industrial sites is expected to decline, and a significant proportion of such land in that use has been re-allocated for housing development. Changes in the structure of the local economy and industry away from traditional manufacturing are likely to require modern, adaptable Business Use Class floorspace.*

- 30.7 *Secondly, special controls are needed because there remains potential for excessive growth in administrative offices development. Of all the Use Classes, offices (B1(a)) have the greatest potential for accommodating employees in the smallest amount of space. Research on employment densities clearly demonstrates that offices are the most densely occupied types of employment buildings falling within the B1, B2 and B8 Use Classes. This, together with the long term locational attractiveness of Dacorum for office development combines to create the potential for considerable employment growth which could lead to a serious imbalance between jobs available and the local labour supply to fill those jobs.*

### ***Business Use Class Floorspace***

- 30.8 *A provision level for business development will therefore act as an important 'yardstick' for measuring and controlling the overall growth of employment development in the Borough and in this important sector in particular.*
- 30.9 *In order to establish a reasonable level of Business use class development opportunities whilst setting an appropriate threshold up to which office development can normally be permitted, the highest employment forecast of the PIEDA research study has been used.*
- 30.10 *The ceiling figure of 130,000 sq. m. is based upon the forecast demand for employment floorspace 1996-2011 plus the amount of actual development 1991-96. This level of development will help to compensate for the expected losses in industrial employment and will support the local economy without leading to its overheating.*
- 30.11 *The level of business use development that can be provided over the plan period is significant and represents a considerable opportunity for developing new floorspace. New office development is likely to be achieved mainly through the redevelopment of sites in town centres and General Employment Areas which have been defined as 'core office locations' (see Policy 31). This is because no greenfield land allocations are proposed in the Plan for new free-standing office development. It is considered that there is sufficient redevelopment capacity in the core office locations to enable up to this level of provision to be met.*
- 30.12 *Other criteria in the Policy provide a reasonable level of flexibility.*
- 30.13 *A further exception to applying the Policy 30 threshold controls is where a new floorspace is needed to achieve full employment. If there is a shortfall in the number of jobs available to meet employment needs in the Borough,*

*it is accepted that the threshold level may be breached. The prospect of this occurring, however, is considered unlikely.*

- 30.14 *Reasonable and realistic controls over the extent of employment development to be permitted over the Plan period follows the imperative of Policy 14 of the Structure Plan which states that regard should be had to “assessments of the balance between employment opportunities and the labour market in particular areas”*

#### **Industrial and Storage and Distribution Floorspace**

- 30.15 *No specific, numerical controls are proposed over industrial (Use Class B2) or storage and distribution (Use Class B8) floorspace. Firstly, the forecasting carried out by Pineda indicates a decline in demand for B2 floorspace. Secondly, there is insufficient land to accommodate the highest forecast change in the level of B8 floorspace.*

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### **POLICY 31 GENERAL EMPLOYMENT AREAS**

**Development and redevelopment will be permitted in General Employment Areas for the range of employment generating uses set out in the table below.**

#### ***Proposed Uses***

**Business use development will be directed to the General Employment Areas listed as core office locations in the table below.**

**Development for business and other uses will be encouraged in mixed use General Employment Areas (i.e. where business and other uses are listed as appropriate in the table below). However the redevelopment of established industrial or storage and distribution sites over 2 hectares in area will not be permitted unless at least half the site is retained for these uses. This provision will be relaxed if:**

- (a) the site is unsuitable for industry or storage and distribution;**
- (b) other planning requirements in the Table of General Employment Areas take priority; or**
- (c) the applicant proves there is no need for such floorspace.**

**In other General Employment Areas, business use development will not normally be permitted except:**

- (a) as a necessary ancillary use;**

- (b) where an established business use would be replaced;
- (c) where it is small-scale, i.e. less than 235 sq m in area; or
- (d) where it creates provision which is needed specifically for users of modern industrial buildings or mixed business use buildings – these latter buildings should normally be designed to meet criteria (i) to (iii) in Policy 30 (ref. item (c)).

***Development Criteria***

The scale and nature of development proposals in General Employment Areas will be assessed having regard to:

- (i) the character of the particular General Employment Area;
- (ii) other planned development;
- (iii) the character of adjoining areas;
- (iv) the accessibility of the location for motorised vehicles, passenger transport, cyclists and pedestrians; and
- (v) traffic generation and highway impact.

<b>TABLE OF GENERAL EMPLOYMENT AREAS</b>		
<b>GENERAL EMPLOYMENT AREA</b>	<b>PROPOSED EMPLOYMENT USES</b>	<b>OTHER SIGNIFICANT USES AND PLANNING REQUIREMENTS</b>
<b>1. BERKHAMSTED</b>		
<b>Billet Lane</b>	<b>Business, Industry, Storage and Distribution</b>	<b>Canalside enhancement (See Policy 106)</b>
<b>Northbridge Road</b>	<b>Business, Industry, Storage and Distribution</b>	<b>Canalside enhancement (Policy 106) and other environmental improvements (Policy 37). Create footpath link from Grand Union Canal adjoining Brimstone Walk to Northbridge Road. Site E1 for employment development (see Schedule of Employment Proposal Sites). Small and medium sized units. The Hertfordshire Waste Local Plan intends to safeguard the current household waste site use. Refer to the Hertfordshire</b>

		Waste Local Plan for further details.
River Park	Business, Industry	Small and medium sized units.
<b>2. HEMEL HEMPSTEAD</b>		
Breakspear Park	Business (Core Office Location)	Particularly suited for office use. Safeguard hotel use and Scheme Tv (Buncefield Lane cycleway) in the Schedule of Transport Proposal Sites and Schemes. Link use of buildings to possible park and ride facility at Breakspear Way (north) (Txii in the Schedule of Transport Proposal Sites and Schemes).
Buncefield	Storage and Distribution, Oil Terminal	Existing hazardous development will constrain further development (see Policy 125). A 190 m consultation zone applies. Safeguard Scheme T7 (North East Hemel Hempstead relief road) and Scheme Tv (Buncefield Lane cycleway) and its environment: see Schedule of Transport Proposal Sites and Schemes.
Maylands	Business, Industry, Storage and Distribution	Small scale retail uses acceptable if primarily needed to serve this area. Sites E2 (Buncefield Lane (West/Wood Lane End (South). E3 (Boundary Way (North)) and E5 (Boundary Way (East)) for industry, storage and distribution development in the Schedule of Employment Proposal Sites. Boundary Way link to Proposal Site E2. Safeguard Proposal Site T10 (existing lorry park); safeguard Schemes T5 (Swallowdale Lane widening), T7 and Tiv (North East Hemel Hempstead relief road) and Tv (Buncefield Lane

		cycleway) and its environment: see Schedule of Transport Proposal Sites and Schemes. Development may be restricted because of the storage of notifiable hazardous substances at the Buncefield Oil Terminal (a 190 m consultation zone applies) and at Three Cherry Trees Lane (where a specified consultation zone applies) (see Policy 125)
Maylands Avenue	Business Office (Core Location)	Prestigious business area to be enhanced. Hotel an acceptable use. Small scale retail uses acceptable if primarily needed to serve this area. Provision to be made for vehicular access to open land located on the northern side of Breakspear Way.
Paradise	Business Office (Core Location)	Environmental Improvements (Policy 37).
Swallowdale	Industry, Storage and Distribution	Retain open storage and depot uses with supplementary landscaping. Environment of Nicky Line cycleway and footpath to be enhanced (Local Nature Reserve - Proposal EN2 in the Schedule of Environment Proposal Sites). Safeguard road widening Schemes T6 (Redbourn Road) and T5 (Swallowdale Lane): see Schedule of Transport Proposal Sites and Schemes. Development may be restricted because of the storage of notifiable hazardous substances at Three Cherry Trees Lane where a specified consultation zone applied (see Policy 125). The Hertfordshire Waste

		<p>Local Plan identifies land at Eastman Way/Redbourn Road for:</p> <ul style="list-style-type: none"> <li>• inert waste recycling;</li> <li>• waste transfer and recycling;</li> <li>• green and mixed waste composting uses and</li> <li>• the current household waste site use (intended to be safeguarded);</li> </ul> <p>Land at the Cupid Green Depot is intended to be safeguarded in the Waste Local Plan for waste recycling and transfer purposes (see Hertfordshire Waste Local Plan for further details).</p>
<b>Two Waters and Apsley</b>		
<b>Apsley</b>	<b>Industry</b>	Small units, which are not to be amalgamated.
<b>Apsley Mills</b>	<b>Business (Core Office Location)</b>	Proposal TWA7: this requires retention of older buildings and land for paper industry heritage scheme, the demolition of the high-bay warehouse and high quality built development for a complementary mix of uses (including offices). Pedestrian links to be enhanced and extended (ref. Proposal TWA7). Canalside enhancement (Policy TWA1 and linked Proposals TWA2 and 7). Retention of existing motor sales use acceptable. Retain high quality landscaping to London Road.
<b>Corner Hall</b>	<b>Business (Core Office Location)</b>	Planning of this area must respond flexibly to allow the reuse and adaptation of existing buildings, yet encourage the co-ordination of redevelopment schemes in the longer term. A mix of office and



		<p>residential use is generally encouraged on the Lawn Lane frontage. Residential use is particularly appropriate in and adjoining the listed buildings at the junction with Corner Hall. The listed buildings will be retained and closure of Corner Hall sought in the longer term. Continuation of retail/service uses on the ground floor of existing buildings is acceptable: the introduction of retail/service uses elsewhere will not be permitted, unless there is a very clear need relating to the adjoining residential area. The design of new buildings should enable servicing from the rear. Retention of the petrol filling station is acceptable, but otherwise redevelopment of the Two Waters Road frontage is encouraged. Building design must be co-ordinated and high quality landscaping provided (Policy TWA3). The junction with Corner Hall should be improved at the earliest opportunity, the pelican crossing being relocated if necessary. This will provide the entry point into the new development. Private car parking will be restricted and a contribution to other transport measures sought. The provision of a rear service road to properties on Lawn Lane is required. Redevelopment of the existing car showroom/workshop uses for the same purposes will not be permitted unless there are</p>
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		<p>planning advantages relating to the design and layout of this area.</p> <p>New buildings should be two, three and four storeys in height. The scale of development must respect the character and setting of the listed buildings, the open space at Boxmoor, the canal and the adjoining residential area. Improvements are required to the canal corridor, if possible through the creation of a more natural bank (ref. Policy TWA1).</p>
<b>Doolittle Meadow</b>	<b>Business (Core Office Location)</b>	<p>Landscaping, particularly to the canal side and London Road frontage, should be maintained. Softening of boundary to the Green Belt to be sought if the opportunity arises (i.e. through additional planting)</p>
<b>Frogmore</b>	<b>Industry, Storage and Distribution</b>	<p>Small to medium size units to be retained. Encourage adaptation of Frogmore Mill for paper industry heritage facility (a key element of the Paper Trail - also see Proposal TWA7: Land at John Dickinson's). Improve highway conditions on Durrants Hill Road (Proposal TWA12). Development proposals are required to bring visual, environmental and ecological improvements, particularly along the canal (Policy TWA1) and the river Gade (Policy TWA2). Environmental improvements in Frogmore Road (Policy 37). Enhance links through the area for pedestrians and cyclists (ref. Proposals TWA18 and 19).</p>

<p><b>Nash Mills</b></p>	<p><b>Business, Industry</b></p>	<p>The following principles will guide consideration of proposals for partial or full redevelopment: i.e. (a) to improve the relationship with the Green Belt, by enhancements to the canal side and Red Lion Lane, by control of building height and impact, and by removing the car parking and relocating it within the building area; (b) to enhance the canal side through new building and the creation of a substantial landscaped strip. Design of the enhancements should extend the ecological resource and retain the existing sense of enclosure (Policy TWA1); (c) to relocate vehicular access; (d) to retain and adapt older attractive brick, and brick and flint buildings; (e) to provide a new cycleway (part of Proposal TWA18); (f) to control building heights, generally to two storeys except around the mill race and in the central core of the site; and (g) to minimise the impact on adjoining houses.</p>
<p><b>Two Waters</b></p>	<p><b>Business, Industry, Storage and Distribution</b></p>	<p>The principal uses are industry and storage and distribution. Other uses are acceptable or encouraged in those parts of the employment area specified below. Development may be restricted because of the storage of a notifiable hazardous substance at the Hemel Hempstead gas holder station within the area: a 30m consultation zone applies around this land (see Policy 125).</p>

		<p>New offices are directed only to sites adjoining Two Waters Way and the Bell PH (a listed building which must be retained). These and other schemes around Two Waters Way must contribute to the visual enhancement of this route (ref: Policy TWA3). The scale and character of development (including Proposal TWA15) must respect and if possible enhance the setting of The Bell: residential use of this area is an acceptable alternative to offices. Car repairs and sales are directed away from high profile areas around Two Waters Way and the Bell PH. Safeguard the bus garage (Proposal TWA17 in the Schedule of Transport Proposal Sites and Schemes). All development must be designed and landscaped to minimise the impact on and enhance the semi-rural character of Boxmoor. The footpath link from London Road (Boxmoor) to Roughdown should be enhanced.</p>
<b>3. TRING</b>		
Icknield Way	Business, Industry, Storage and Distribution	Site E6 (adjoining Miswell Lane) extending estate: see Schedule of Employment Proposal Sites. Landscaping on boundaries with Green Belt and housing required.
Akeman Street	Business	High standard of design required, appropriate to a conservation area. Maintain access from Langdon Street.
Brook Street	Industry	Small units to be retained.
<b>4. ELSEWHERE</b>		
Markyate	Industry,	Environmental

	<b>Storage and Distribution</b>	<b>improvements (Policy 37).</b>
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## Reasons

- 31.1 General Employment Areas play a major role in the local economy and must be retained for their contribution to employment and prosperity. The different requirements for individual areas create a range of opportunities for a variety of firms. They also have regard to commercial, environmental and transport factors. Although the growth of business use, including offices and high technology, when viewed against the traditional employment sources of factories and warehouses is accepted as part of continuing national economic trends, some control is necessary. There is in particular, a need in the local economy for some land to be retained for traditional industry B2 and storage and distribution B8.

## Background

- 31.2 *The General Employment Areas provide the main opportunities for development of employment generating uses. Provision is made at North East Hemel Hempstead for a new General Employment Area to be created (see Policy 35 and and Supplementary Planning Guidance).*
- 31.3 *The identification of separate areas supporting different employment use class activities follows the advice given in PPG4 'Industrial and Commercial Development and Small Firms' (November 1992) to channel particular types of business development and industry towards particular locations. For activities which may be detrimental to amenity or a potential source of pollution, adequate separation from more sensitive land uses is required.*
- 31.4 *Policy 14 of the Structure Plan states that: "Development [for employment needs] will take place mainly in areas allocated for such purposes in local plans, and key employment sites and existing prime employment areas will be identified in them where employment development will be promoted". The General Employment Areas that are identified in Policy 31 of the Local Plan can be regarded as the identified 'prime' employment areas referred to in the Structure Plan, and land at North East Hemel Hempstead is one of Hertfordshire's key employment sites.*
- 31.5 *General Employment Areas, together with the employment proposal sites, are the main locations to which employment generating development will be directed. In order to assist in providing a balanced supply of employment development opportunities, it is important that separate allocations for different employment generating activities are made. Policy 31 therefore contains controls over the balance of employment development opportunities in the interests of achieving a diverse and prosperous local*

- 31.6 *economy. In allocating main uses to the different areas, account has been taken of:*
- *the character of land, uses and buildings both within and adjacent to the area;*
  - *topography;*
  - *the spread and balance of existing uses and opportunities within the defined General Employment Areas; and*
  - *accessibility by private motorised transport and passenger transport, and for pedestrians, cyclists and heavy goods vehicles.*
- 31.7 *A series of 'core office locations' is identified to which business use, and in particular office development, is directed. These are based around or close to transport accessibility nodes, at which passenger transport provision is either well provided or can be enhanced. The approach follows Government guidance in Planning Policy Guidance Note 4 : 'Industrial and Commercial Development and Small Firms' and Planning Policy Guidance Note 13 : 'Transport' whereby employment development with large numbers of employees should be encouraged at locations that can be served by more energy efficient modes of transport.*
- 31.8 *Policy 31 primarily controls new building in General Employment Areas, but it may also control some changes of use, e.g. from large warehouses to offices. Many changes of use of existing buildings do not need planning permission by virtue of the provisions in the Town and Country Planning (General Permitted Development) Order 1995 - in particular the change of general industrial buildings (Use Class B2) to business use (Use Class B1). As such they cannot come within the remit of the policy.*
- 31.9 *In addition, it would be contrary to Government advice in Circular 13/87 if the Council attempted as a general policy to limit the possible change of new general industrial buildings to business use by planning condition: only if there was clear evidence that the (business) uses excluded would have serious adverse effects on the environment or amenity could such a condition be justified.*
- 31.10 *Some areas of land within the General Employment Areas are identified in the Hertfordshire Waste Local Plan (deposit draft) as locations for waste management uses. These are referred to in the Table of General Employment Areas. The control of these uses is the responsibility of Hertfordshire County Council.*

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## **POLICY 32 EMPLOYMENT AREAS IN THE GREEN BELT**

**Employment generating uses will be retained in the employment areas in the Green Belt set out below.**

Expansion of floorspace or redevelopment will only be permitted if it conforms with the criteria set out in Policy 5 relating to major developed sites in the Green Belt

Proposals should also make a positive contribution to the character and appearance of the Green Belt.

<b>TABLE OF EMPLOYMENT AREAS IN THE GREEN BELT</b>		
<b>NAME OF EMPLOYMENT AREA</b>	<b>PROPOSED EMPLOYMENT GENERATING USES</b>	<b>PLANNING REQUIREMENTS</b>
<b>Bourne End Mills</b>	<b>Industry, Storage and Distribution</b>	<b>Substantial environmental improvement (Policy 37). Rationalisation of layout. Closure of accesses onto Bourne End Lane to enable part of lane to become a footpath. Access to the site for all vehicular traffic from Bourne End Lane should be closed. Further development will be controlled and managed to ensure this objective is achieved.</b>
<b>Bovingdon Brickworks</b>	<b>Industry, Storage and Distribution</b>	<b>Environmental improvements (Policy 37).</b>

#### Reasons

- 32.1 The designation recognises the substantial contribution that the selected, large well-established areas make to employment. The sites are self-contained and relatively compact in layout enabling new building to be contained to a core area within each site. However, future development must be limited because of the areas' location in the Green Belt, in which the presumption of development restraint applies. Every opportunity should be taken to improve the relationship of the non-conforming uses with the surrounding Green Belt.

#### *Background*

- 32.2 *The policy is based on Government advice in Planning Policy Guidance Note 2: 'Green Belts' for 'major developed sites' in the Green Belt. The sites shown in Policy 32, Bourne End Mills and Bovingdon Brickworks are defined as Major Developed Sites in the Green Belt (Policy 5).*

**POLICY 33 CONVERSION OF EMPLOYMENT LAND TO HOUSING AND OTHER USES**

The areas in towns and large villages which present the main opportunities are listed in the table below, together with key planning requirements. Where appropriate, assistance will be given to existing occupiers to find alternative premises within the Borough.

<b>TABLE OF MAIN AREAS WITH EMPLOYMENT USE WHERE HOUSING DEVELOPMENT IS ENCOURAGED</b>		
<b>AREA</b>	<b>EXISTING EMPLOYMENT USES</b>	<b>PLANNING REQUIREMENTS</b>
<b>1. BERKHAMSTED</b>		
<b>Gossoms End (West)</b>	<b>Business</b>	<b>High density houses or flats acceptable. Single point of access from High Street. Alternatively, site could be accessed from land at Edgworth House if residential development takes place there. Sensitive relationship of buildings to the River Bulbourne required. A contribution towards the provision of additional educational facilities may be required.</b>
<b>Gossoms End (East)/Stag Lane (East)</b>	<b>Business, Storage</b>	<b>High density houses and flats. Single point of access to be investigated. High standard of design required; special attention to design of development on the corner of High Street and Stag Lane. A contribution towards the provision of additional educational facilities may be required.</b>
<b>2. HEMEL HEMPSTEAD</b>		
<b>Two Waters and Apsley</b>		
<b>Ebberns Road</b>	<b>Business Industry</b>	<b>Redevelopment for two storey housing or flats fronting Ebberns Road. Retention of vehicular access to British Waterways section yard. Three storey building elements may be possible. Flats with communal gardens are preferred around the locks. Building design and layout</b>



		must respect the canal frontage: substantial planting and cycleway alongside the canal towpath (ref. Policy TWA1 and Proposal TWA18). Cycleway and footpath to link canal bridge 153 to Ebbens Road is required (ref. Proposals TWA18 and 19.) A contribution towards the provision of additional facilities and affordable housing will be required. Development Brief prepared and adopted as Supplementary Planning Guidance.
<b>3. TRING</b>		
<b>Western Road</b>	<b>Business, Industry, Storage and Distribution</b>	<b>Single point of access from Western Road, Access may also be taken from Miswell Lane. New housing to front onto Western Road. Investigate mix of high density houses and flats and possible layouts. A contribution towards the provision of educational facilities and affordable housing may be required.</b>
<b>4. ELSEWHERE</b>		
<b>Markyate (London Road)</b>	<b>Industry, Storage and Distribution</b>	<b>High density houses and flats. Satisfactory relationship to adjacent commercial use and other housing. Access from London Road. No through route to Hicks Road or Long Meadow. A contribution towards the provision of educational facilities and affordable housing may be required.</b>

**Uses appropriate to a residential area other than housing may also be permitted (ref Policy 9). Redevelopment for employment purposes of areas listed in the Table will not be permitted.**

#### Reasons

- 33.1 Some employment land may be reused for housing (and related ancillary uses) because it is not needed in order to achieve full employment. Reusing land for housing will help fulfill a pressing need, making the best use of urban land and minimising the need for development in the Green Belt.

## *Background*

- 33.2 *The Council's approach follows the thrust of the main development strategy in the County Structure Plan Review (1991-2011), i.e. to achieve development through planned regeneration in the County's towns.*
- 33.3 *Forecasting of long term employment land needs by consultants, Pbeda, for the County Council and district authorities reveals that some land in employment use can be lost to other uses. Some land formerly allocated for employment uses by the previous Local Plan has been re-allocated for housing redevelopment (i.e. as housing proposal sites).*
- 33.4 *Policy 33 applies to employment land that falls outside the defined minimum employment land supply (Policy 29). The larger areas of employment land in this category that are considered as particularly suitable for housing are listed in the above table. The provisions of the policy however also apply to other scattered, smaller employment sites in urban areas, but which are not listed in the table: for example, builders' yards and small business and industrial premises.*
- 33.5 *These provisions do not apply to the Green Belt or the Rural Area, or selected small villages within them (ref Policy 34).*

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## **POLICY 34 OTHER LAND WITH ESTABLISHED EMPLOYMENT GENERATING USES**

**Established employment generating uses not included within the minimum supply of employment land (Policy 29) or identified for conversion to housing (Policy 33), and which cause environmental problems in terms of noise, smell, pollution, safety or traffic generation, will be encouraged to relocate. Where appropriate, firms will be offered help in their search for new sites. The conversion of premises vacated by firms to an alternative employment generating use will be accepted, provided the new use will not cause any environmental problems.**

**Where an established employment generating use does not cause environmental problems, new small-scale employment development and redevelopment will be permitted on the following basis:**

- (a) In the towns, large villages, selected small villages and the Rural Area:**
- (i) there must be no undesirable impact on adjoining property and on the surrounding area; and**

(ii) **the site must not be extended, unless significant planning advantages, such as the rationalisation of the site layout and adjoining land uses or refurbishment of listed buildings, would result.**

(b) **In the Green Belt there must be very special circumstances: normally new development/redevelopment will be refused permission.**

**Established employment generating sites in the Green Belt or the Rural Area which do not cause environmental problems and provide local employment opportunities will be protected from change to non-employment generating uses unless satisfactory replacement opportunities are provided.**

**Otherwise alternative non-employment development of a site will be accepted if the proposal accords with the development strategy (Policies 2-8) and Urban Structure (Policy 9) where appropriate.**

**For the purposes of this policy the term established means that there is an existing lawful use.**

#### Reasons

- 34.1 Collectively, non-conforming established business, industry and storage and distribution uses make a significant contribution both to the number of jobs and to the variety of premises available for firms. Most established uses have become lawful uses under the provisions of the Planning Acts (see below). It is, therefore, reasonable they should remain, unless they cause a particular problem. Employment sites in the Green Belt and Rural Area should usually be retained as they provide important employment opportunities and help to promote a healthy rural economy and maintain local employment opportunities. Sympathetic redevelopment may enable the existing use to be retained to ensure these opportunities are preserved.
- 34.2 Careful controls over the extent of new employment development to be permitted in these locations should be exercised both to safeguard environmental interests (such as amenity and the effects of traffic), to protect local employment opportunities and to encourage those employment sites causing environmental problems to come forward for other uses, principally housing.

#### *Background*

- 34.3 *The Council controls changes of use for which planning permission is needed. It is pointed out that some changes are allowed by virtue of the provisions of the Town and Country Planning (General Permitted Development) Order 1995, and the Council has no specific control (e.g. from general industrial use to business use). Policy 34 refers to established*

*employment uses. Most established uses have become lawful uses under the Planning Acts.*

- 34.4 *An existing lawful use is one which;*  
(a) *has planning permission, or*  
(b) *satisfies the requirements for lawful development in accordance with Sections 171B and 191-195 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991. Under these provisions it is necessary to show that a building or engineering operation has been substantially completed for four years and a use carried on for ten years. In the case of use as a dwellinghouse, it is only necessary to show that the use has existed for four years.*
- 34.5 *Enforcement action cannot be taken against a lawful use.*
- 34.6 *The County Structure Plan Review (1991-2011) seeks to achieve a significant proportion of the provision of new housing in the county through the redevelopment of land in employment use. The locations listed under Policy 334 of the Local Plan are those considered to have the least favourable attributes for employment use - for example they may be in residential areas or the countryside, or may have poor transport links either in terms of remoteness from passenger transport services, poor road access or other reasons. Accordingly sites in these locations have been excluded from the defined minimum supply of employment land (that should be protected for employment uses only) so that alternative uses can be explored where environmental problems are being caused. However, these sites may form the only opportunities for local employment and fulfil a valuable and sustainable employment role. Such uses or opportunities would be difficult to replace if lost and should be protected. Therefore, unless environmental problems exist which cannot be resolved the employment use shall remain.*

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## **POLICY 35 LAND AT NORTH EAST HEMEL HEMPSTEAD**

**Land is allocated for a new General Employment Area at North East Hemel Hempstead, in which priority will be given to development for specialised technological activities, or other activities which are in the national or regional interest.**

**Non STA office development should be ancillary to these specified uses.**

**Development will be subject to the provision of infrastructure and the requirement for a high standard of design and landscaping throughout.**

**(See Proposal Site E4 in the Schedule of Employment Proposal Sites).**

## Reasons

- 35.1 The allocation accords with Policy 15 in the County Structure Plan Review (1991-2011). This reserves suitable land for specialised technological activities or other activities which are in the national or regional interest. Development of the area must be carefully planned so that the appropriate standard and character of sites can be provided and the environment generally protected.

## Background

- 35.2 *Land at Three Cherry Trees Lane, North East Hemel Hempstead, along with other key employment sites in Hertfordshire, is intended to play a major long-term role in the development of the county's economy. Policy 15 in the Structure Plan Review (1991-2011) states that priority should be given in the development of the site to specialised technological activities or others that may be in the national or regional interest. New development is therefore intended to contribute towards the development of the 'knowledge economy' which is at the heart of the County Council's Bright Green Industrial Strategy.*
- 35.3 *Activities in the national or regional interest are defined as development that has a special scale, status or market significance. This type of development will often have greater spin-offs for the local economy than would normally be associated with a conventional business park.*
- 35.4 *Specialised Technological Industries (STAs) are defined as firms that meet at least two of the following criteria:*
- (1) *The firm is within a "high technology" sector*
- 35.5 *The firm must either be classified as falling within one of the following categories of the Standard Industrial Classification (SIC) or within one of the other areas mentioned which are not identified separately in the SIC.*

*SIC categories:*

### *Manufacturing*

<i>24.4</i>	<i>Pharmaceuticals</i>
<i>30</i>	<i>Office machinery and computers</i>
<i>35.5</i>	<i>Aerospace</i>
<i>33</i>	<i>Medical, precision and optical instruments (except 33.3)</i>
<i>31.1, 31.2, 31.4, 31.6, 32, 22.14</i>	<i>Electrical/ electronic engineering</i>
<i>32.3</i>	<i>Telecommunications equipment</i>

## Services

- 64.2      *Telecommunications*
- 72        *Computer and related activities*
- 73        *Research and development*
- 92.1      *Motion picture and video activities*
- 92.2      *Radio and television activities*

### 35.6      *Other high tech activities not identified separately within the SIC:*

*Test equipment and services, Biotechnology, Multi media, Environmental technologies, Genetic and biomolecular engineering, Bioinformatics, Communication with machines, Telepresence, Sensors and information processing, Security systems and Technical / scientific consultancy and support*

- (2)      *The firm is focused on research and development (R & D), product or process design, applications engineering or high level technical support or consultancy.*

*At least 15% of staff on the site should be involved in these functions.*

- (3)      *The firm has a significant proportion of qualified scientists and engineers in its workforce.*

### 35.7      *At least 15% of the staff on the site should be qualified scientists, engineers, or specialists in information and communications technologies (i.e. qualified means holders of relevant degrees or staff with similar technical or professional qualifications).*

- (4)      *The firm has established linkages with a research facility*

### 35.8      *Existing active links with a university or research institution.*

### 35.9      *Normally, any non-STA uses included within a Technology Park would be B1(a) office, B1(b) high technology and B1(c) light industrial uses which are compatible with the defined STA uses within the scheme. These will be ancillary to or associated with the main STA uses.*

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## **POLICY 36 PROVISION FOR SMALL FIRMS**

**The provision of business, industrial and storage and distribution units of less than 235 sq.m. will be encouraged in General Employment Areas and town and local centres. Furthermore this will be a requirement on selected sites (see Schedule of Employment Proposal Sites).**

**Other opportunities for small firms to secure premises are available under Policies 8, 31-34 and 110 in this plan, subject to the requirements of Policies 31 and 39.**

#### Reasons

- 36.1 Small firms are a source of employment, initiative and enterprise. They provide local services and act as a seedbed for larger concerns, and are thus important for the well-being of the economy. Such firms are in a weaker commercial position than larger well-established companies and need a proper supply of suitable premises.

#### Background

- 36.2 *The contribution that small firms can make to the local economy is recognised in Planning Policy Guidance Note 4: 'Industrial and Commercial Development and Small Firms'. The Plan aims to provide a range of opportunities to promote their growth and development. The establishment, growth and development of small firms is considered to be an important element in the development and future of the county's economy, both in the Structure Plan Review (1991-2011) and in the Bright Green Industrial Strategy.*

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### **POLICY 37 ENVIRONMENTAL IMPROVEMENTS**

**Environmental improvements will be encouraged in employment locations through:**

- (a) opportunities arising out of development proposals; and**
- (b) publicity given to the support available from bodies such as Groundwork Hertfordshire.**

**Initiatives by local firms will be welcomed.**

**Areas needing special attention are:**

- (a) the following General Employment Areas:**

- **Frogmore**
- **Gade Valley**
- **Markyate**
- **Northbridge Road**
- **Paradise**
- **Two Waters; and**

- (b) the employment areas in the Green Belt: i.e.**

- **Bourne End Mills**
- **Bovingdon Brickworks.**

#### Reasons

- 37.1 A positive approach to the environment of all employment locations is encouraged. Attractive design and landscaping of employment sites, combined with a good and efficient layout, create a good impression on residents, clients, customers and staff. This adds to the quality of the built environment and surrounding area and enhances the value of the buildings and land. It may also have an ecological value. It is recognised that some employment areas have not received the attention they deserved in the past, and this should be rectified.

#### *Background*

- 37.2 *Groundwork Hertfordshire is an independent charity that encourages and supports environmental improvement schemes in Hertfordshire. In particular, it is a good source of landscape advice for firms.*



## SCHEDULE OF EMPLOYMENT PROPOSAL SITES

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### BERKHAMSTED

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<i>Site reference:</i>	<b>E1</b>
<i>Address:</i>	<b>Northbridge Road, Berkhamsted</b>
<i>Area (Ha):</i>	<b>1.4</b>
<i>Proposal:</i>	<b>Extension of existing estate for business, industry and storage and distribution units.</b>
<i>Planning requirements:</i>	<b>Small and medium sized units, with at least 750 sqm. of the floorspace to be provided for a range of units between 50 sq.m. and 140 sq.m. in size. Mix of uses. Maintain and strengthen landscape buffer to residential property. Canalside enhancement (see Policy 106). Form pedestrian link from Northbridge Road through the site to the canalside path by Brimstone Walk. Archaeological evaluation of the site, together with any necessary mitigation measures, is required before development takes place.</b>
<i>Progress:</i>	<b>Improvements to Northbridge Road have been carried out so that the site is served by a public highway.</b>

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### HEMEL HEMPSTEAD

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<i>Site reference:</i>	<b>E2</b>
<i>Address:</i>	<b>Buncefield Lane (West)/Wood Lane End (South) (Kodak Sports Ground)</b>
<i>Area (Ha):</i>	<b>2.8</b>
<i>Proposal:</i>	<b>Site for industry and storage and distribution.</b>
<i>Planning requirements:</i>	<b>Form vehicular access to Boundary Way. No vehicular access to be taken from Wood Lane End. The land is only available to meet needs for development of industrial and warehousing sheds. Business development is not acceptable except as an ancillary use. Development is conditional upon satisfactory access arrangements being in place or provided by the developer and upon the replacement of the playing fields to a suitable alternative site. Scheme Tv for the Buncefield Lane cycleway to be safeguarded and its environment protected. Landscape screening to caravan site is necessary. Archaeological evaluation of the site, together with any necessary mitigation measures, is required before development takes place.</b>
<i>Progress:</i>	<b>No planning application.</b>

*Site reference:* **E3**  
*Address:* **Boundary Way (North)**  
*Area (Ha):* **2.9**  
*Proposal:* **Site for industry and storage and distribution.**  
*Planning requirements:* **Form access to Boundary Way. Site is within the 190 metre consultation zone of notifiable hazardous substances at the Buncefield Oil Depot (see Policy 125).**  
*Progress:* **Outline planning permission granted.**

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*Site reference:* **E4**  
*Address:* **Three Cherry Trees Lane (East),**  
*Area (Ha):* **16.6**  
*Proposal:* **New estate of units for specialised technological industries and or other activities in the national or regional interest.**  
*Planning requirements:* **A development brief is required and reference should be made to the Supplementary Planning Guidance for this site. Permission will only be granted for a comprehensively planned development based on a master plan approach. Priority is to be given to specialised technological activities. Other uses are possible, although any office development should be ancillary to these specified uses. Specific provision to be made for small units. Hotel with conference facilities to serve the business and tourism needs of the area encouraged. Vehicular access is to be taken from two separate junctions on Three Cherry Trees Lane, with phased road improvements to facilitate the North East Relief Road and other off-site improvements to cater for increased traffic flows. Provision of on and off-site footpaths and cycleways and passenger transport access is required. A high standard of landscaping and design. Existing landscape features should be retained. Provision of a heavily landscaped buffer between to separate the development from the adjacent housing site. Archaeological evaluation of the site, together with any necessary mitigation measures is required before development takes place.**  
*Progress:* **No current or approved planning application**

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*Site reference:* **E5**  
*Address:* **Boundary Way (East)**  
*Area (Ha):* **2.0**  
*Proposal:* **Site for industry and storage and distribution.**  
*Planning requirements:* **Access from Boundary Way. Site is within the 190 metre consultation zone for notifiable hazardous substances at the Buncefield Oil Depot (see Policy 125).**  
*Progress:* **Outline planning application submitted for majority of site.**

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#### **TWO WATERS AND APSLEY**

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*Site reference:* **TWA7**  
*Address:* **Land at the former John Dickinsons, including the high bay warehouse, London Road**  
*Proposal:* **Reuse of buildings to create a visitor centre and museum related to the paper industry (a key element of the Paper Trail) and related redevelopment for a mix of uses creating local employment opportunities.**

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**See Schedule of Two Waters and Apsley Inset Proposal Sites in Part 4 of the Plan for details**

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#### **TRING**

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*Site reference:* **E6**  
*Address:* **Miswell Lane, Tring**  
*Area (Ha):* **0.8**  
*Proposal:* **Extension of existing estate for business, industry or storage and distribution use.**  
*Planning requirements:* **Development must safeguard the character and amenity of the adjoining residential area. Landscape buffer required to north-east and south-east boundary. Safe access onto Icknield Way.**  
*Progress:* **No planning application.**



**SECTION 6  
SHOPPING**



## **POLICY 38 THE MAIN SHOPPING HIERARCHY**

**The main shopping hierarchy of town centres and local centres (listed in Policy 39) will be strengthened by:**

- (a) encouraging appropriate new retail development in existing centres (Policies 40 and 41);**
- (b) retaining sufficient shops in these centres (Policies 42 and 43);**
- (c) ensuring retail development elsewhere is complementary to the role of centres, in particular to ensure that retail development takes place only within the defined centres, with preference being given to town centres, unless it can be demonstrated that there is no suitable site available, or capable of being made available within a reasonable period within a defined centre; and**
- (d) preparing town centre strategies and promoting town centre management (town centre strategies for Hemel Hempstead, Berkhamsted and Tring are contained in Part 4 of the Plan).**

### Reasons

- 38.1 The hierarchy establishes the principal shopping functions of identified centres and will encourage appropriate levels of new retail investment. Strengthening the hierarchy will sustain a spread of centres which serve the Borough's changing shopping need in convenient and accessible locations.

### *Background*

- 38.2 *The hierarchy is expressed simply, as town centres and local centres, although there will be other shopping facilities complementary to the hierarchy - principally scattered local shops, garden centres, petrol filling stations and some foodstore and retail warehousing. The emphasis on encouraging new retail development to locate to existing town and local centres reflects Government advice set out in Planning Policy Guidance Note 6: 'Town Centres and Retail Developments'. This advice stresses the need for a sequential approach to selecting sites for new retail development. The approach requires that preference should be given to town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres and only then out-of-centre locations that are accessible by a choice of means of transport.*
- 38.3 *Hemel Hempstead is a minor sub-regional centre concentrating on sales of comparison and speciality goods, with department stores and major multiples selling clothes, footwear and jewellery. It is similar in scale and function to Aylesbury and St Albans. Berkhamsted it a district centre serving the town's broad needs for groceries and convenience goods as well as providing a range of non-food shops. To a lesser extent, Tring also functions as a district centre, but this is complemented by the off-centre*

*Tesco store on London Road which will provide for the main food shopping role of the town centre (see also below).*

- 38.4 *Town centre management has an important role to play in helping to enhance the vitality and viability of the town centres and thus maintain their positions in the shopping hierarchy. The Council has supported town centre management over a number of years and continues to develop its role. This has involved the appointments of a town centre manager and marketing officer, the establishment of town centre forums involving public, business and community organisations to discuss town centre management issues, undertaking regular health checks of the town centres to assess their performance, and the retention of specialist consultants to provide advice on retail matters and to assist with town centre strategies.*
- 38.5 *Local centres provide predominantly for day-to-day needs. Most contain a full range of local shops - i.e. grocer, newsagent, sub-post office, butcher, baker, greengrocer and chemist - as well as other important outlets. The size and character of local centres varies considerably. Some are based on an identifiable settlement (e.g. Bovingdon); some have grown alongside main thoroughfares (e.g. Apsley) and some have been deliberately planned (e.g. Gadebridge). Jarman Fields and Woodhall Farm differ from the other centres in that they are based around a large food store that provides both an important local function in addition to a wider role for convenience shopping.*
- 38.6 *Two significant shopping locations at Apsley, Hemel Hempstead and London Road, Tring are not specifically recognised in the main shopping hierarchy. However, they are included as main out of town retailing locations in Policy 44.*

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## **POLICY 39 USES IN TOWN CENTRES AND LOCAL CENTRES**

**Town centres and local centres are locations where the development of a broad range of compatible uses will be permitted. Shopping will be a prime component in each centre. Business development will also be acceptable in the context of the overall supply of business floorspace under Policy 30. However, shopping and business development will not be permitted where it would prevent the provision of other appropriate uses, or result in an unacceptable loss of diversity within the centre.**

**Other appropriate uses will include:-**

**Financial and professional services;  
Catering establishments;  
Indoor recreation and leisure;  
Car parking;  
Social and community uses, e.g. library, public toilets;  
Hotels; and**



## **Residential.**

**The centres are:**

### **Town Centres**

**Berkhamsted  
Hemel Hempstead  
(including Hemel  
Hempstead Old Town)  
Tring**

### **Local Centres**

**(i) District shopping function:  
Jarman Fields  
Woodhall Farm**

**(ii) Neighbourhood shopping function:  
Adeyfield  
Apsley  
Bennetts End (Bennettsgate)  
Bovingdon  
Boxmoor (St. John's Road)  
Chaulden  
Gadebridge (Rossgate)  
Grovehill  
Highfield (Bellgate)  
Highfield (The Heights)  
Kings Langley  
Leverstock Green  
Markyate  
Miswell Lane (and Western Road)  
Nash Mills (The Denes)  
Northchurch  
Warners End (Stoneycroft)**

## **Reasons**

- 39.1 While the viability and vitality of all town and local centres is largely dependent upon the success of the retail function, centres have a much broader range of functions. They provide a host of services and employment opportunities, as well as homes. Such uses help support the retail function, and allow people to use the centres for a combination of purposes. Centres are foci of activity and life, but their diversity can be inhibited by excessive business and shopping development. Centres are well-distributed throughout the Borough, and it is appropriate they should be maintained and enhanced.
- 39.2 Town centres are distinguished from local centres by their larger size and by the more diverse mix of functions they can support. Local centres vary too in their size and role, with some having a district shopping function (e.g. Jarman Fields and Woodhall Farm). The distinction provides a basis for policy guidance on future development.

## **POLICY 40 THE SCALE OF DEVELOPMENT IN TOWN CENTRES AND LOCAL CENTRES**

**Development will not be permitted in town centres and local centres, unless it is of a scale which is compatible with:**

- (a) the size and function of the centre; and**
- (b) the centre's historic and or architectural character.**

**Development will not be considered compatible in scale if:**

- (i) the height or massing of building, the area occupied by the use or the level of activity it generates would significantly exceed that associated with the surrounding pattern of buildings and uses;**
- (ii) the resulting movement and parking demands cannot be accommodated without damage to the character of the surrounding area; or**
- (iii) it fails to respect any special local character, particularly in Conservation Areas.**

### **Reasons**

- 40.1 The character of the town centres differ from one another, yet as a group they are clearly distinguishable from local centres in size and function. The characters of local centres also vary. The careful integration of new development into an individual centre will support its function and retain any special character. Control of new development is also necessary to sustain the relationship and pattern of town centres and local centres, although it is recognised that the availability of development opportunities will favour some centres over others.

### ***Background***

- 40.2 *Policy 16 in the County Structure Plan Review (1991-2011) recognises that Berkhamsted and Tring are historic centres and that any development should be consistent with the maintenance and enhancement of their historic cores.*

## **POLICY 41 NEW SHOPPING DEVELOPMENT IN TOWN CENTRES AND LOCAL CENTRES**

**Town centres will be given preference over local centres as locations for new retail development in accordance with the sequential approach to site selection set out under Policy 38.**

**In the case of all major shopping schemes, a trade capacity and impact study may be required from an applicant to assist the Council's assessment of the proposal.**

**Development schemes in town and local centres are encouraged which:**

- (a) are of scale appropriate to the size, function and character of the centre (Policy 40).**
- (b) add to the range, variety and choice of shopping.**
- (c) improve the quality of the shopping environment.**
- (d) refurbish or reuse existing buildings.**
- (e) where appropriate, improve accessibility of the centre by a choice of means of transport.**

**Major schemes are listed in the Schedule of Shopping Proposal Sites.**

**Schemes which would reduce shopping floorspace and/or frontages (except to the extent permitted under Policies 42 and 43) will not be permitted.**

### Reasons

- 41.1 New shopping investment in existing centres will sustain a convenient distribution and attractive range of shopping facilities. Shopping is the main use in the centres, and therefore the overall balance of uses needs to be managed to protect that function. If the shopping function remains strong, the vitality and viability of the existing centres will be assured.

### *Background*

- 41.2 *PPG6 is clear that the status of town and local centres differs. The sequential test in selecting sites for new retail development, gives preference to town centre locations over edge of centre locations or centres with district or local shopping functions. Town centres are seen as appropriate centres for larger scale development particularly those that generate a large number of trips, as they are better able to offer access by a choice of means of transport. Thus shopping development should generally be directed to town centres in the first instance. There could be*

*occasions where the type and/or scale of a development in one centre may be likely to seriously affect the vitality of another centre within and outside of the Borough. In such a case, evidence on the economic and environmental impacts may be required. An assessment should consider a range of issues including whether any proposal would:*

- Result in an over provision of floorspace potentially damaging to the shopping hierarchy in Dacorum or elsewhere.*
- Seriously affect the vitality of existing centres.*
- Prejudice continuing investment in shopping centres.*

41.3 *A variety of factors underpin the vitality and viability of town centres. These can include: the maintenance of a wide range of activities; ensuring a quality environment and good accessibility for all users; mixed-use schemes; and new uses of vacant buildings etc. These factors are equally relevant to smaller centres, which in addition have an important role in meeting day-to-day shopping needs. The Council is, therefore, keen to encourage and support appropriate development in centres that promote these aims.*

41.4 *The Council commissioned a study to consider the likely level of additional retail floorspace capacity in the Borough from 1999 to 2011. It was carried out by Donaldsons and published in March 2000. It is referred to in the background to Policy 44. The results of the assessment have helped guide decisions on the broad distribution and level of new shopping floorspace in the Plan. The Council has taken a sequential search approach to considering the location of new floorspace.*

41.5 *The key conclusions of this work were:*

- there would be a requirement for additional comparison retail floorspace in the main centres and from retail warehousing to 2006 and to 2011; and*
- there was no specific justification for additional convenience floorspace capacity over the remaining Plan period.*

41.6 *Much of the predicted future capacity for comparison floorspace will be subsequently satisfied in a central location through the major regeneration scheme on the Plough site in Hemel Hempstead town centre (Shopping Proposal S2). The remaining undeveloped site within the Jarman Fields Local Centre has also been identified to accommodate future additional comparison needs or a variety of other uses (Shopping Proposal S3). It is available to meet a range of retailing, including retail warehousing, in a central and sustainable location, and which can complement a variety of other large-scale shopping/leisure activities there.*

41.7 *Whilst the Study has not justified any specific allocations for convenience retailing on quantitative grounds, a redevelopment opportunity has been identified for a medium-sized food store in Berkhamsted town centre*

*(Shopping Proposal S1). The main purpose of this proposal is to strengthen the convenience shopping role of the centre.*

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## **POLICY 42 SHOPPING AREAS IN TOWN CENTRES**

**Each town centre contains a shopping area which has been identified as one of or sub-divided into the following:**

- (a) main shopping frontages; and**
- (b) mixed frontages (see the table below)**

**In the main shopping frontages, no further loss of shops will be permitted at street level.**

**In the mixed frontages, a mix of shops and financial and professional services, catering establishments and other uses appropriate to a shopping area will be acceptable at street level. A minimum proportion of shops will be maintained in each parade as part of that mix. Proportions will vary from the high levels required in parades which are important as links between main shopping frontages and as links between main shopping frontages and significant shopping-related uses such as a bus station, market or major car park, to the lower levels acceptable in small peripheral parades. The Council will assess the appropriate proportion in individual cases having regard to:**

- (i) the location of the premises under consideration;**
- (ii) its relationship to other parts of the centre;**
- (iii) the existing level of shopping;**
- (iv) the distribution of non shop uses; and**
- (v) planned changes in the design and layout of the centre.**

**Visually prominent premises will be retained as shops.**

**ADDRESSES OF PROPERTIES IN TOWN CENTRES COVERED BY  
POLICY 42**

<b>CENTRE</b>	<b>MAIN SHOPPING FRONTAGES</b>	<b>MIXED FRONTAGES</b>
<b>Hemel Hempstead</b>	<b>172-218 and 220-254 Marlowes Quality House, Marlowes 147 Marlowes Marlowes Centre 239-245 Marlowes</b>	<b>150-170 Marlowes 197/199-227 Marlowes which are between the two Marlowes Centre entrances</b>
<b>Berkhamsted</b>	<b>160-252 High Street</b>	<b>124-158 and 254-280 High Street 1-43 and 2-30 Lower Kings Road</b>
<b>Tring</b>	<b>Dolphin Square</b>	<b>High Street, north side between the Library and Frogmore Street High Street, north side between Frogmore Street and The Old Forge  High Street, south side between the Baptist church and Akeman Street</b>

**Reasons**

- 42.1 The primary function of town centre shopping areas is to enable the retail trade to serve customers with a wide range of goods. However, no shopping area is complete without a variety of service uses catering for other needs of shoppers and local workers - for example as sources of finance and refreshment. While these uses add interest and vitality to the shopping area, a proliferation can result in "dead" frontage, reduced pedestrian flows and the gradual disappearance of shopping. The policy strikes a balance between the protection of the predominant shopping function and the encouragement of an appropriate mix of shops and services. Parades in the town centres are therefore allocated as main shopping frontage or mixed frontage where specific provision for services is made. The mix of uses will vary in different parts of the mixed frontage but it must include shops. The frontage allocations are not simply a reflection of land values, but are designed to achieve a lively and interesting shopping area where a range and variety of shops can flourish alongside other uses. They have regard to such factors as the location of car parks, bus stops, important shopping locations, customer and pedestrian convenience, and market and development trends in the centres.

## Background

- 42.2 *The extent and distribution of the frontages within the town centres has regard to the changing pattern of shopping in Dacorum, particularly the development of opportunities for retailing outside of these locations and acceptance of them by the shopping public. Furthermore, there has been considerable market interest in and growth of other town centre activities such as food and drink, leisure and entertainment. Opportunities for these and other uses are encouraged as part of the diversity of town centres and their potential to allow for many different activities to be carried out in one visit, while not undermining the shopping function of the primary shopping areas.*
- 42.3 *Hemel Hempstead is the largest town centre in the Borough and the main shopping street there is Marlowes. Most of the shop units are concentrated on the pedestrianised area in the vicinity of the modern, covered shopping mall. Shopping opportunities need to be maintained as a link between bus services and public car parks and the core area of shopping at the southern end of Marlowes. Given the elongated nature of Marlowes, a compact core area of shops which is convenient to use by shoppers, should be protected.*
- 42.4 *Berkhamsted has a long, linear town centre. Retailing has consolidated on the north side of the High Street at the junction with Lower Kings Road, around the main public car parks and the new Waitrose food supermarket. As a consequence of the nature of the town centre, there is a need to maintain a compact and easily accessible shopping core for shoppers close to public car parks and bus services.*
- 42.5 *The Tesco supermarket on London Road now provides the principal focus for convenience shopping in Tring. This means that the shopping role of the town centre has changed. Its role needs to be strengthened by encouraging a greater mix of appropriate uses. However, there is still a need to protect the core area of shopping opportunities around Dolphin Square, which will provide customers with modern facilities in a central location. Control over adjoining sections of the High Street will also be needed in order to maintain the diversity of the centre.*
- 42.6 *Uses appropriate in a shopping area are those contained in the following Use Classes (Use Classes Order 1987); A1 - Shops, A2 - Financial and Professional Services which are provided principally to visiting members of the public and A3 - Food and Drink (Catering Establishments). Very few other uses are appropriate, but they would include a launderette and amusement centre. Visually prominent premises include corner locations and locations opposite or adjacent to pedestrian shopping malls/streets.*
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## **POLICY 43 SHOPPING AREAS IN LOCAL CENTRES**

Each local centre contains a shopping area (see table below).

In shopping areas with less than 8 shops, permission will not be granted for a change of use involving the loss of a shop use at street level. In larger shopping areas, the loss of a shop use will not be permitted at street level unless:

- (a) at least 60% of the total frontage remains in shop use, and an appropriate range of local shops remains;
- (b) the alternative use is appropriate to the commercial functioning of the area; and
- (c) non-retail uses are dispersed throughout the area.

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### **ADDRESSES OF PROPERTIES IN LOCAL CENTRES COVERED BY POLICY 43**

<b>CENTRE</b>	<b>SHOPPING AREA</b>
Adeyfield	2-52 Queens Square, 88-114 Longlands
Apsley	18-98 London Road (excluding the community centre)
Bennetts End (Bennettsgate)	1-43 Bennettsgate and 128-132 Bennetts End Road.
Bovingdon	33-37A, The Bell PH - 81A, 24-44, 62, and 88 - The Wheatsheaf PH High Street
Boxmoor (St John's Road)	25-33, 43-49A, 67, 67A, 218-220, 228-232A, and 252-256 St John's Road
Chaulden	38-54 Long Chaulden
Gadebridge (Rossgate)	1-17 Rossgate and 300-304 Galley Hill
Grovehill	1-16 Henry Wells Square
Highfield (Bellgate)	1-10 Bellgate
Highfield (The Heights)	1-6 The Heights; 105-109 Jupiter Drive
Kings Langley	11A-13C Hempstead Road; 2 - The Red House, 34-42, 1-5, 15-25, and 31-67 High Street
Leverstock Green	1-8 Village Centre
Markyate	38-48, 66, 73-75, 91- 99 High Street
Miswell Lane/ Western Road, Tring	2-18 Miswell Lane, 48-76 Western Road
Nash Mills (The Denes)	1-7 The Denes
Northchurch	129-137 High Street



Warners End (Stoneycroft) Woodhall Farm	13-38 Stoneycroft  1-5 Shenley Road
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Reasons

- 43.1 The size and character of shopping areas in local centres varies considerably, but each should be capable of providing a basic range of goods which people wish to obtain near their homes. A minimum level of shopping thus needs to be protected. In the larger shopping areas, a wider shopping choice will be protected, maintaining the primary use and character of the area while allowing for other uses to open up.

*Background*

- 43.2 *Larger shopping areas should have "an appropriate range of local shops"; this will include at least one of each of the following - grocer, newsagent, sub-post office, butcher, baker, chemist and greengrocer. In the smaller shopping areas, the range of shopping choice offered by these categories of local shop should normally be satisfied. Shopping areas have been defined with reference to the use of the ground floor of buildings fronting the street. Uses appropriate to a local centre shopping area include those in Use Classes (Use Classes Order 1987); A1 - Shops; A2 - Finance and Professional Services; A3 - Food and Drink (Catering Establishments); and other small businesses and community services.*
- 43.3 *The Council owns and manages many of the local centres in Hemel Hempstead. As a landlord, the Council will resist the change of use of shops to offices (whether for financial and professional services or for business uses). The shops not only meet local shopping needs, but they also provide outlets for many small specialist traders. To enhance the attractiveness of the shopping functions the Council has undertaken environmental improvements in some local centres and is reviewing the prospects for the others.*

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**POLICY 44 SHOPPING DEVELOPMENT OUTSIDE EXISTING CENTRES**

**Shopping proposals outside defined centres will be required to demonstrate that a sequential approach to site selection has been followed in accordance with Policy 38 and that there is a need for the development in relation to:**

- (a) the quantitative requirement for additional floorspace; and**
- (b) the qualitative need for the facility.**

In the case of all major shopping schemes a trade capacity and impact study may be required from an applicant to assist the Council's assessment of the proposal.

Shopping development will only be permitted outside existing centres if it meets these tests and it:

- (i) does not result in an over provision of floorspace likely to damage the main shopping hierarchy in Dacorum or adjoining Districts;
- (ii) would not seriously affect the vitality or viability of nearby town or local centres;
- (iii) would not prejudice future investment in existing centres;
- (iv) provides a necessary extension of the range and diversity of outlets available to shoppers;
- (v) is easily and safely accessible by a choice of means of transport, including passenger transport, as well as by cyclists, pedestrians and people with disabilities;
- (vi) would help reduce the need to travel.

The principal locations of existing out of centre retailing are set out in the table below, together with the main uses and other requirements.

<b>TABLE OF MAIN OUT OF CENTRE RETAIL LOCATIONS</b>	
<b>LOCATION</b>	<b>MAIN USES AND OTHER REQUIREMENTS</b>
<b>1. HEMEL HEMPSTEAD</b>	
<b>Sainsbury, Apsley Mills Retail Park, London Road (Sainsbury, Apsley)</b>	<b>Food retailing. Improve footpath links (Proposal TWA19 in the schedule of Two Waters and Apsley Inset Proposal Sites)</b>
<b>Remainder of Apsley Mills Retail Park, London Road (Apsley Mills)</b>	<b>Bulky, non-food goods.</b>
<b>Two Waters, London Road (Two Waters)</b>	<b>Bulky non-food goods.</b>
<b>Homebase and Wickes, London Road (London Road)</b>	<b>Bulky, non-food goods. Whilst it is acceptable for the Homebase store to remain, alternative development for the same use, office or residential purposes would be permissible. Whilst a mix of uses will be encouraged, any expansion in the existing</b>

	<p>non-food retailing floorspace would need to be justified in terms of retail policy (particularly Policies 38 and 44). In these circumstances, access affecting the site would be carefully considered in relation to development on the adjoining site (TWA6, British Paper Company, land at Mill Street and rear of London Road) and highway proposals and circumstances in the vicinity. Improve footpath links (Proposal TWA19 in the Schedule of Two Waters and Apsley Inset Proposal Sites). Riverside enhancement (ref Policy TWA1 in Two Waters and Apsley Inset). Any development proposal should examine the potential of the adjoining Kents Brushes site. Development Brief required.</p>
B & Q, Two Waters Road (Cornerhall)	Bulky, non-food goods.
<b>2. TRING</b>	
Tesco, London Road (Tring)	Food retailing.

**Where appropriate, careful control will be exercised over the size of units and type of goods sold.**

#### Reasons

- 44.1 A careful assessment should be made of all retail development schemes to ensure the function of centres is not damaged. Confidence must be sustained and investment continued in town and local centres. This will allow diversity and choice to be maintained for all sections of the community. However on occasions it may be in the public interest to accommodate development at other locations.

#### *Background*

- 44.2 *A recent ministerial statement regarding the interpretation of policy in PPG6 has confirmed that need is a material consideration in the determination of shopping (and leisure) proposals outside of town centres. Failure to demonstrate need will normally justify the refusal of planning permission unless there are weighty additional material considerations.*
- 44.3 *The quantitative requirement for additional floorspace will be measured by reference to changes in population, per capita retail spending and turnover per square metre of existing floorspace, and existing commitments (i.e. outstanding planning permissions).*

- 44.4 *The qualitative need for new shopping must be expressed by evidence of the lack of such facilities, taking into account innovations in retailing, comparisons with other similar centres in the area and the opinions of residents and customers.*
- 44.5 *The Council commissioned consultants Donaldsons to undertake a retail capacity study to assess the broad level of additional retail floorspace within the Borough over the period 1999 to 2011 (“Donaldsons: Retail Capacity Study of Dacorum Borough Council Area - March 2000”).*
- 44.6 *A summary of the assessment is provided below (see Table 1). This indicates that there is scope for additional comparison floorspace in the Borough from both established centres and non food retail warehousing to 2006 and 2011, and that there is no justification for additional convenience floorspace capacity to 2006 and beyond.*

*Table 1 : Additional Floorspace Capacity in the Borough at 2006 and 2011*

	<i>Additional Floorspace Capacity (net) sq.m</i>			
	<i>2006</i>		<i>2011</i>	
	<i>High</i>	<i>Low</i>	<i>High</i>	<i>Low</i>
<i>Comparison:</i>				
<i>(a) Existing Centres</i>	<i>+11,191</i>	<i>+6,395</i>	<i>+20,206</i>	<i>+11,544</i>
<i>(b) Retail Warehouses</i>	<i>+3,966</i>	<i>+1,983</i>	<i>+7,175</i>	<i>+3,587</i>
<i>Total</i>	<i>+15,157</i>	<i>+8,378</i>	<i>+27,381</i>	<i>+15,131</i>
<i>Convenience:</i>	<i>-6,800</i>	<i>-4,533</i>	<i>-5,885</i>	<i>-3,923</i>

*Source: Donaldson Retail Capacity Study*

*Note: + indicates additional floorspace required*

*- indicates floorspace overprovision*

- 44.7 *The Plan does designate a site in Berkhamsted town centre (Shopping Proposal S1) as a redevelopment opportunity for a medium-sized food store. This is in response to a need to improve the long term vitality and viability of the centre.*
- 44.8 *Certainly, the Council is not convinced there is a need to allocate additional, non central retail warehousing sites up to 2006 if account is taken of:*
- existing firm commitments;*
  - the possibility of retail warehousing at Jarman Fields Local Centre;*
  - currently vacant out of centre units in the Apsley area of Hemel Hempstead.*

- 44.9 *The Council has also considered the extent to which more central sites could accommodate the predicted comparison floorspace forecast to 2006 in accordance with PPG6. PPG6 also emphasises a flexible approach to format, which the Council has also taken to cover the possibility of disaggregating goods that could be sold from different town centre sites. Therefore, although the study has highlighted a separate quantitative requirement from retail warehousing, this has not automatically implied that the demand should be met by identifying out of centre sites.*
- 44.10 *The small size, historic character and built-up nature of the town centres in Berkhamsted and Tring would effectively rule out any realistic opportunities for new development sites there. In Hemel Hempstead there is greater scope for new floorspace on the Plough site (Shopping Proposal S2) through a mixed use scheme with substantial retailing (between 10,185 and 12,565 sq.m (net)). The extent of new floorspace will:*
- meet floorspace requirements to 2006 and much of the needs to 2011;*
  - strengthen the future vitality and viability of the centre; and*
  - weaken the case for identifying additional sites on capacity grounds.*
- 44.11 *There may also be new and existing sites available in the form of the possible redevelopment of the Civic Zone (refer to the Hemel Hempstead Town Centre Strategy) and reuse of the vacant former Sainsbury store.*
- 44.12 *The identification of a new allocation at the Jarman Fields Local Centre provides another retailing opportunity within a defined centre (Shopping Proposal S3). The site would benefit from its:*
- location in one of the larger local centres with a district shopping function;*
  - high visibility onto a major route way;*
  - close association with large-scale leisure activities and a major convenience store, and potential for linked trips;*
  - close proximity to a large residential neighbourhood; and*
  - being accessible by a range of modes of transport.*
- 44.13 *The site would thus be a sustainable and central location for a varying scale of retail development, either as part of a mixed commercial scheme or a retail park, for example. Therefore, it could accommodate and provide greater choice and flexibility in meeting the growth in floorspace to and beyond 2006 identified in the Study for central locations and/or retail warehousing.*
- 44.14 *Given the above factors, the Council is not convinced that there is any overriding need for the specific allocation of additional out of centre sites to accommodate comparison floorspace growth either to 2006 or 2011.*
- 44.15 *Clearly retailing is a commercial and dynamic activity, and it is not for local planning authorities to increase or inhibit competition. However a scheme which would incrementally, or cumulatively with other schemes, seriously affect the vitality and viability of a nearby centre ought to be refused. More*

*usually, schemes which prove unacceptable will be so because of land use policy and site considerations.*

44.16 *In assessing retail development outside of existing centres the Council will take into account:*

- (i) the impact on the vitality and viability of existing centres;*
- (ii) their accessibility by a choice of means of transport;*
- (iii) the overall impact on existing travel patterns.*

44.17 *In judging the impact on the vitality and viability consideration will be given to:*

- the impact on the town centre strategy;*
- the effect on future investment in town centre schemes identified in the Schedule of Shopping Proposal Sites and other appropriate opportunities;*
- sustaining the quality, attractiveness and character of historic centres (e.g. Berkhamsted and Tring);*
- the physical condition of the centre;*
- the range of services the centre will provide.*

44.18 *The information collected from health checks of the town centres will assist in carrying out any assessment.*

44.19 *To be accessible developments should be able to be reached by modes of transport other than a car. Linked considerations could take into account securing safe and convenient pedestrian links to the site, providing adequate cycling facilities, locating bus stops close to or within the development, developer contribution towards improving bus services, and reducing the use of cars through a zonal approach to parking restraint.*

44.20 *The Council will pay careful attention to developments that seek to attract high levels of car-borne trade.*

44.21 *Where there is demonstrated to be a need for further retail development outside of defined centres it should be directed to the most sustainable location, i.e. accessible by a choice of means of transport and that have the ability to promote linked trips.*

44.22 *The Plan does identify locations with a number of the larger established food and non-food stores (a yardstick of 2,500 sq m net has been used in the case of individual or clusters of retail warehouses). These sites are predominantly found in Hemel Hempstead. They are not considered to form part of the shopping hierarchy. It is important to stress that any proposals for the redevelopment or expansion of such facilities will be treated on the same basis as other new out of centre development under Policy 44.*

## **POLICY 45 SCATTERED LOCAL SHOPS**

**The loss of individual local shops outside town centres and local centres to alternative uses will not be permitted unless:**

- (a) there is another shop similar in use available for customers within convenient walking distance, or, in the absence of such an alternative, all reasonable attempts to sell or let the premises for shop purposes have failed; and**
- (b) the alternative use complements the function and character of the area.**

**Additional small local shops may be permitted in exceptional circumstances where there is a proven need.**

### Reasons

- 45.1 It is important to protect the valuable service provided by local shops, particularly in villages but also in the towns near people's homes. Any alternative use of such premises should serve a useful purpose in that community and have a satisfactory appearance. There should be scope for possible new provision where there has been (or will be) a significant increase in the local population.

### *Background*

- 45.2 *Small means up to 235 sq. m in area. Local shops in this context will usually be newsagent, sub-post office and grocer but could include others in the list of local shops (see Background to Policy 43). The Council will use 400m as the guideline to indicate the maximum convenient walking distance between an existing local shop and the customers it serves. This is based on detailed work on standard distances to facilities in urban areas set out in "Sustainable Settlements" (by the University of the West of England and Local Government Management Board).*
- 45.3 *The Council will have discretion to assist certain local shops in the rural area by allowing rate relief. This discretionary relief is to be made available through the proposed "Village Shop Rate Relief" scheme under the Local Government and Rating Act 1997.*

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## **POLICY 46 GARDEN CENTRES**

**Each proposal for a garden centre will be assessed according to the:**

- (a) location of the site;**
- (b) size of the site;**
- (c) nature of the use;**

- (d) amount of building;
- (e) traffic generation;
- (f) adequacy of the access;
- (g) parking requirement; and
- (h) quality of the landscaping.

**In terms of general location, a garden centre will be acceptable within a settlement where shopping is appropriate.**

**Elsewhere in a settlement or at its edge with the countryside a garden centre may be permitted if;**

- (i) the use is not intrusive; and
- (ii) it significantly enhances the appearance of the land.

**In the open countryside of the Green Belt and the Rural Area a garden centre will not be permitted except as a reuse of redundant buildings. No addition to these buildings will be permitted unless the development is very small in scale and has no detrimental effect on the character and the appearance of the countryside. An incremental increase in the amount of building will not be accepted.**

#### Reasons

- 46.1 Individual garden centres have different characteristics and it is necessary to judge proposals against a set of criteria which ensure a satisfactory location. Opportunities should allow for the tidying up of neglected land within towns and villages or on their edges, but prevent damage to the countryside and accord with Green Belt and Rural Area policies.

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#### **POLICY 47 AMUSEMENT CENTRES**

**Each proposal for an amusement centre will be assessed in relation to:**

- (a) the nature of the use;
- (b) potential noise and disturbance to residents;
- (c) appearance; and
- (d) the location of the premises.



**Locations outside town centres and local centres will not be accepted, nor will locations within main shopping frontages (see Policy 42).**

Reasons

- 47.1 Amusement centres should be directed to appropriate locations in order to limit their potential adverse impact on adjoining property and the character and amenity of an area.

*Background*

- 47.2 *The policy is consistent with Government advice on amusement centres in Annex D of Planning Policy Guidance Note 6: 'Town Centres and Retail Developments'. Amusement centres in this context include arcades.*

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**POLICY 48 WINDOW DISPLAYS**

**Planning permission for non-shop uses at street level in shopping areas will normally be subject to a condition requiring the provision and retention of a "shop" window display.**

Reasons

- 48.1 Retention of window displays will maintain the general appearance and interest of the shopping areas.

## SCHEDULE OF SHOPPING PROPOSAL SITES

### BERKHAMSTED

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<i>Site reference:</i>	<b>S1</b>
<i>Address:</i>	<b>Land off High Street/Water Lane</b>
<i>Area (Ha):</i>	<b>0.9</b>
<i>Proposal:</i>	<b>Town centre redevelopment scheme for a food supermarket</b>
<i>Planning requirements:</i>	<b>A modern food store of around 1,000-1,500 sq.m (net) to be secured. Design to be of high quality and sympathetic to the historic character of the town. Split or multi-level car park could be acceptable in principle. Access to Water Lane public car park to be retained. Existing provision of spaces to be maintained and managed as public parking. Investigate possibility of increasing the amount of parking which should be made available as shared spaces. Overall parking to be guided by need for short-stay spaces for shoppers.</b>
	<b>Retain access to Berkley Court and rear servicing arrangements to High Street and The Wilderness. Improvements to adjoining highway network may be needed, especially at Greenfield Road/Lower Kings Road junction. Maintain pedestrian links across the site. Public toilets to be retained and, if necessary, relocated within the site.</b>
	<b>Assessment of archaeological potential required before redevelopment takes place, with implementation of measures to mitigate the impact of development as necessary.</b>
	<b>A development brief is required. The brief will need to consider, in particular, car parking management and land assembly (including the possibility of compulsory purchase).</b>
<i>Progress:</i>	<b>P.</b>

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### HEMEL HEMPSTEAD

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<i>Site reference:</i>	<b>S2</b>
<i>Address:</i>	<b>Land between Moor End Road/Selden Hill and Leighton Buzzard Road/St Albans Road, adjoining the Plough Roundabout, Hemel Hempstead</b>
<i>Area (Ha):</i>	<b>2.3</b>
<i>Proposal:</i>	<b>Town centre scheme</b>
<i>Planning requirements:</i>	<b>A mix of uses is required which will enhance the viability and vitality of the town centre; it should include public car parking. Shopping or offices could be a</b>

major component The scheme should also include a residential element. A development brief will give further advice about the mix of uses. Urban design to relate to development in Marlowes and Selden Hill and to respect the site's position in valley floor adjoining Water Gardens. Very high standard of design and landscaping. Water to be used as a design feature/ visual extension of the Water Gardens. Public space to be provided and linked to southern end of Marlowes pedestrianised area: footpath links to be retained. Road works to accommodate traffic generation. Contribution to transport improvements, including Scheme T8 Moor End Bus Link (see Schedule of Transport Proposal Sites and Schemes).

*Progress:*

Two separate schemes have planning permission: a scheme for 36,000 sq. m of offices and ancillary floor space and an edge of centre retail warehouse development. Both have been permitted on appeal. Since 1.4.01 a planning application has been submitted for a mixed retail, hotel, leisure and residential development.

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*Site reference:*

**S3**

*Address:*

**Jarman Fields, St Albans Road, Hemel Hempstead**

*Area (Ha):*

**2.0**

*Proposal:*

**Mixed use scheme including shopping, offices, leisure, catering establishments and residential. Non-food retail warehousing also acceptable as part of mix or as a stand alone park.**

*Planning*

*requirements:*

**Prominent frontages onto St Albans Road/Jarman Way require high quality of design and landscaping. Shopping impact and traffic study may be required. Access from Jarman Way. Road works to accommodate traffic generation. Footpaths across site to co-ordinate with surrounding complementary uses. Survey for ground contamination may be required. Drainage works to fit into adjoining system.**

*Progress:*

**Outline planning permission for hotel.**

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## **TWO WATERS AND APSLEY**

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*Site reference:*

**TWA8**

*Address:*

**Public car park and land adjoining, London Road**

*Proposal:*

**Local centre development scheme**

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*Site reference:*

**TWA9**

*Address:*

**62-110 London Road**

*Proposal:* **Local centre development**

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*Site reference:* **TWA10**  
*Address:* **Land at and adjoining 18-56 London Road and the River Gade, south east of Durrants Hill Road**  
*Proposal:* **Local centre development**

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**See Schedule of Two Waters and Apsley Inset Proposal Sites in Part 4 of the Plan for details**

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**TRING**

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*Site reference:* **S4**  
*Address:* **Dolphin Square, High Street/Frogmore Street, Tring**  
*Area (Ha):* **0.34**  
*Proposal:* **Refurbishment/partial redevelopment**  
*Planning requirements:* **Environmental enhancement of shopping facilities.**  
*Progress:* **Subject of a detailed appraisal.**

**SECTION 7  
TRANSPORT**



## **POLICY 49 TRANSPORT PLANNING STRATEGY**

**In considering:**

- (a) the land use, planning and environmental implications of transport schemes and proposals; or**
- (b) the transport implications of new development proposals;**

**the following principles will apply:**

- (i) The overall need for movement of people and goods should be reduced by careful location of new development. In particular a good relationship between homes, jobs, services and passenger transport accessibility should be sought.**
- (ii) Motor traffic volumes and impacts should be reduced, especially in peak periods and in congested urban areas. Through traffic will be restricted to the Primary Road Network.**
- (iii) Road building, improvement and traffic management measures will only be permitted or supported where they meet safety, environmental or local access requirements. Schemes will not be promoted solely to provide additional capacity for private cars.**
- (iv) Car parking will be controlled so as to discourage unnecessary car use and encourage a more efficient use of land. Where car parking provision is reduced, developments will be required to contribute to improved alternative travel modes and, where appropriate, parking management.**
- (v) Other transport measures which minimise adverse environmental impact and improve facilities for passenger transport, walking and cycling and promote the integration of different transport modes will be encouraged.**
- (vi) The detailed design of new development should facilitate access and use without reliance on motorised private transport. The Council will give priority to walking and more sustainable modes of travel in the following order:**

**Walking**

**Cycling**

**Passenger transport (bus, trains and taxis)**

**Powered two wheeled vehicles**

## Other motor vehicles

### **Opportunities should be taken to link and extend public rights of way and passenger transport networks.**

#### Reasons

- 49.1 The principles embodied in the policy follow Government advice on planning and transportation issues set out in Planning Policy Guidance Note 13: 'Transport' and reflected in the Structure Plan Review (1991-2011) and Supplementary Planning Guidance (SPG). The approach is compatible with the Local Transport Plan 2001/02-2005/06. Application of the policy will help reduce the growth in the length and number of motorised journeys, promote integrated land use and transport, encourage alternative means of travel which have less environmental impact and reduce reliance on the private car. The approach set out will be necessary to implement the intentions of the Road Traffic Reduction Act 1997.

#### Background

- 49.2 *Whilst the local plan sets out to follow the principles of PPG 13, planning and transportation policy at local level can only be effective in achieving general social objectives if the national policy and funding context is favourable. In particular land use and locational decisions result in only slow and marginal change. Restrictive policies need to be backed up by an appropriate fiscal regime designed to create economic incentives which change individual transport decisions. Similarly, if policy restricts private motorised travel, alternative transport modes need to be offered and supported from a higher level. In all these matters a consistency of approach across the country will be crucial to ensure that short term economic development advantages do not accrue in localities where a less rigorous approach is taken. The success of the County Travelwise Campaign, which is designed to raise awareness and change attitudes, provides an important context for this policy.*
- 49.3 *The Transport Strategy and policies in the local plan are compatible with the LTP and hence accord with PPG12.*
- 49.4 *The degree to, and pace at, which Policy 49 (and the related detailed policies which follow) can be implemented will need to be carefully judged in relation to wider progress on national and regional policy, economic incentives, improvements in public transport and provision for pedestrian and cycle movement. Changing public attitudes to transport decisions will also be a crucial contextual issue. Progress will be monitored carefully and an appropriate balance struck between long and short term decision factors at local level. This approach follows the pragmatic stance on policy, development control and "green" issues expressed in the Background to Policy 11 Quality of Development.*



## POLICY 50 TRANSPORT SCHEMES AND SAFEGUARDING OF LAND

**Transport schemes are listed in the Schedule of Transport Proposal Sites and Schemes.**

**New development proposals should take account of all schemes listed in this schedule. The land required, or expected to be required, for these schemes will be safeguarded against development for alternative uses, although some temporary uses may be acceptable. Planning permission will not be given for development which would prejudice the construction or effective operation of these schemes.**

**New development adjacent to land required for a transport scheme should be carefully designed in relation to that scheme, having regard to matters such as building layout, noise insulation, landscaping and means of access.**

### Reasons

- 50.1 The Plan gives the best available information on future transport proposals (and, in particular, roads) so that all land users are aware of how the network will develop and what the implications are for their land interests.
- 50.2 Planning and funding of transport infrastructure takes a long time to prepare. It is therefore important that plans are not thwarted or compromised by inappropriate development occurring in the interim.

### *Background*

- 50.3 *The list of transport schemes in the Schedule of Transport Proposal Sites and Schemes derives from the County (Highway Authority) Transport Policies and Programme (TPP) document and associated Area Transportation Plan documents and is reflected in the new Local Transport Plan. Motorway and trunk road schemes from the Department for Transport's national roads programme are included, as well as a number of other schemes.*
- 50.4 *The latter are:*
- (i) new schemes promoted by the Council and likely to be introduced to the Local Transport Plan in the future; and*
  - (ii) other local schemes not included in the TPP 1997/8 or Local Transport Plan either because they are small or will be implemented by agencies other than the County Council as Highway Authority.*
- 50.5 *The Schedule is divided into two sections:*

*Short Term Schemes and Proposals - i.e. those which are likely to be started during the plan period. Best available information as to the broad area of land likely to be required or affected is shown on the Proposals Map.*

50.6 *Long Term Schemes and Proposals - those for which information is sufficiently uncertain and/or which are likely to be started outside the plan period. They are not shown on the Proposals Map. The general location of these schemes is indicated on the Transport Diagrams. These diagrams do not show actual land areas likely to be affected.*

50.7 *The Transport Diagrams show the location of all schemes (short and long term) in relation to the road hierarchy (see Policy 52 below).*

50.8 *Progress on all schemes is dependant on availability of funds. Road improvement is not considered in isolation from other transport provision, and the need to integrate all forms of provision may affect decisions about when to implement a scheme. It is important to show the complete range of schemes needed to implement the planning and highway authorities' shorter term transport strategy as embodied in the Plan. This is particularly so as it is likely that some schemes can be brought forward in association with private funding arising from major development proposals.*

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## **POLICY 51 DEVELOPMENT AND TRANSPORT IMPACTS**

**Overall capacity in the main road network will be regarded as an important constraint on development proposals which would have a significant transport impact.**

**Development must be compatible in locational and general highway planning, design and capacity terms with the current and future operation of the defined road hierarchy (Policy 52) and road improvement strategy (Policy 53).**

**The acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon:**

- (a) the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development;**
- (b) the provision of routes and facilities for pedestrians, cyclists and passenger transport users, including links to existing networks;**
- (c) the design and effectiveness of existing and proposed traffic management measures, including traffic calming features;**

- (d) the design and capacity of parking areas and the implications for on-street parking;**
- (e) the environmental and safety implications of the traffic generated by the development.**

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

**The environmental impact of any transport improvements necessary to accommodate new development will be taken into account. The cumulative effect of incremental development will also be considered.**

**Consideration may be given to proposals by developers for transport measures which are capable of rectifying or compensating for deficiencies without unacceptable environmental impact. Such measures could include support for passenger transport or non-motorised private transport modes, measures to manage employee/customer/visitor access to a site (e.g. through commuter transport plans), or, where compatible with the principles of Policy 49, off-site improvements to the road network.**

**Commitment to these transport measures should be made on the basis of the developer entering into planning obligations to cover the costs of any measures necessary to contribute to the solution of the transport problems identified (Policy 13).**

**Local access improvements are a pre-requisite to some of the development proposals put forward in this plan. Where these have already been identified, details are given in the appropriate sections of the plan.**

**It is expected that major development proposals will be accompanied by a transport assessment capable of demonstrating compliance with the above principles. The air pollution and air quality implications of transport demands arising from the development should be specifically considered and this may necessitate a wider environmental impact study.**

**For developments which generate a substantial demand for movement, a framework for a 'Green Travel Plan' should be presented and be capable of incorporation into a planning obligation. Such a plan will examine the transport generation needs of all users of a development, and will seek to minimise the impact of transport demand.**

## Reasons

- 51.1 The effect of transport needs generated as a result of new development on the environment and the existing road network is a very important factor in decisions on individual planning applications. It is always necessary to consider the ways in which the development will provide for its transport needs. Appropriate transport infrastructure or service provision, or design and management solutions can all be used to resolve problems.
- 51.2 Public resources for transport infrastructure and service provision are unable to keep pace with general traffic growth and the burden imposed by new development. Private funding of improvements will often be an acceptable way of bringing forward development proposals where transport and traffic problems are envisaged.
- 51.3 Transport, and in particular road traffic, pressures can seriously damage the environment in rural areas (in terms of general aesthetic, landscape, noise and air pollution impacts and pressure to improve the roads and manage traffic). There is a clear link between this problem and the development restraint policies for the countryside areas of the Borough incorporated in the Development Strategy (Section 2).
- 51.4 Motorised road transport is the main source of air pollution in Dacorum and the effect of new development on traffic generation and thus localised air quality will be an important consideration in planning decisions on any new development that generates significant levels of traffic.

## Background

- 51.5 *The successful application of this Policy relies on a number of new tools in transport planning.*
- 51.6 *Firstly an applicant for planning permission may need to apply techniques used in general environmental assessments in addition to a traditional transport assessment. The local planning authority will need to know the demand for trips to and from a development, the modes of travel envisaged and the specific environmental impacts arising (i.e. gains and losses in relation to a baseline). Where general location of the development in relation to transport issues is likely to be a decision factor, a full analysis of the existing and potential passenger transport links available should be made, (i.e. a passenger transport accessibility profile). Accessibility for walking and cycling should also be analysed. Ideally this material would include a mapped analysis. Resource, pollution and air quality implications should be dealt with.*
- 51.7 *Secondly, the applicant will need to assess the transport and environmental problems identified through the transport assessment and propose solutions. Where road traffic related problems are serious, the applicant is expected to prepare a 'Green Travel Plan' for the occupiers and users of the building or development as part of the package of suggested solutions.*

*The Council will seek a management plan covering provision of ongoing measures, incentives and education for building occupiers and users, designed to ensure that the resource and environmental impact of transport demand is minimised. Further information is provided in a guidance note 'Developing a Green Travel Plan' produced by Hertfordshire Technical Chief Officers Association (March 2001).*

- 51.8 *In accordance with County Council (Highway Authority) policy special regard will be paid to the effect of traffic on the safety and character of rural roads. Even if the additional traffic generated is small, the nature of local rural roads is such that any development will generally be detrimental to highway conditions on them; this is especially so if any of the new traffic includes heavy goods vehicles.*
- 51.9 *Where developer contributions are required to help alleviate any transport problems that may arise, these may take the form of full or part financing of transport schemes already planned (see Schedule of Transport Proposal Sites and Schemes), or identified over the life of the Plan, enabling them to be brought forward in local authority expenditure programmes.*
- 51.10 *Within the Chilterns Area of Outstanding Natural Beauty account will be taken of the 'Environmental Guidelines for the Management of Roads in the Chilterns'. This will help to ensure that the design of development proposals and works respects the special character of this part of the countryside.*

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## **POLICY 52 THE ROAD HIERARCHY**

**The basis for road transport planning will be the Highway Authority's adopted road hierarchy, both as existing and as proposed after programmed network improvements.**

**The existing and proposed Highway Authority road hierarchies are based on the County Structure Plan Review (1991-2011) but will be taken as defined by the Local Transport Plan.**

**The main road hierarchy, comprising strategic/primary, main and secondary distributor roads, will be relevant in examining the traffic generation, routing and highway impact implications of major development (see Policy 51). The proposed main road hierarchy at April 1997 is as illustrated in the Transport Diagrams supplementing this plan.**

**The local road hierarchy, comprising local distributor, local transition, local collector and local spur roads, will be relevant in examining access and highway design implications of all development (further reference is given in Appendices 3 and 4 of the Plan).**

**In addition to the Highway Authority's road hierarchy, key local distributor roads in the towns, which are regarded as more suitable than other local roads to accommodate additional traffic generated by new development and to feed the main road hierarchy, are identified on the Transport Diagrams.**

#### Reasons

- 52.1 The road hierarchy is an important planning device which can be used to direct traffic on to the roads best suited to accommodate it.
- 52.2 In the interests of efficient traffic flow and routing, safety and environmental conditions, it is important that new development does not undermine the road hierarchy.

#### *Background*

- 52.3 *Road planning decisions affecting the Borough are the responsibility of three different arms of government:*
1. *Department for Transport:*  
  
*Responsible for planning, maintenance and construction of motorways and trunk roads and control of development where it affects these roads. Operational matters are delegated to the Highways Agency.*
  2. *Hertfordshire County Council as Local Highway Authority and Strategic Planning Authority:*  
  
*Responsible for all highway matters other than on motorways and trunk roads and for strategic linkages between land use and transportation planning.*
  3. *Dacorum Borough Council as Local Planning Authority:*  
  
*Responsible for maintenance and construction on certain roads in the Borough, as agent for the County Council. As Local Planning Authority, the Borough Council makes decisions on development affecting the road network and associated requirements for new on/off site infrastructure.*
- 52.4 *This should be borne in mind when reading the Plan and in particular when interpreting the Schedule of Transport Proposal Sites and Schemes and the Transport Diagrams.*
- 52.5 *The Borough Local Plan presents the policies of the Local Planning Authority on transport issues and ensures that the link between land use and transportation planning decisions is taken into account in detailed development control work. The policies follow the strategic view of*

*Hertfordshire County Council as Planning and Highway Authority (embodied in the County Structure Plan Review (1991-2011)).*

52.6 *The Local Highway Authority's more detailed implementation policies and spending intentions are set out in the Local Transport Plan for the year 2000\_onwards. The Local Transport Plan reflects the development plan.*

52.7 *More information is given on the Local Highway Authority's specific policies for the various categories of road in the hierarchy in the Local Transport Plan and a supporting manual, "Roads in Hertfordshire – a Design Guide".*

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### **POLICY 53 ROAD IMPROVEMENT STRATEGY**

**Land use and road transport planning decisions will be taken in the context of the following road improvement strategy:**

- (a) improvements to the highway network will be planned and designed in accordance with the principles in Policy 49 and the County Council's more detailed transportation objectives and policies;**
- (b) 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).**
- (c) within and around Hemel Hempstead, road improvements and traffic management measures will be implemented to accord with the Hemel Hempstead Transport Plan 1995, the main features of which are:**
  - improvements to the A414 will be limited to those primarily designed to meet local access and movement needs and/or improve highway safety;**
  - a new north-eastern local traffic relief route in Hemel Hempstead, linking the M1/A414 with the A4146 will be developed by incremental improvement mainly on existing road lines so as to improve local access and benefit environmental and safety conditions elsewhere in the town;**
  - there will be no further significant improvements to road infrastructure pending assessment of the effect of road traffic demand restraint measures**
- (d) for the remainder of the Borough only small scale improvements will be undertaken. They will be prioritised**

**through the Highway Authority's Local Transport Plan and designed to solve significant local environmental and safety problems.**

Reasons

- 53.1 Improvements to the road network must be co-ordinated. This is best done in the context of an overall strategy linked to plans for land use and for other transport measures.

*Background*

- 53.2 *The Highway Authority's Local Transport Plan outlines the West Hertfordshire Area Plan which is to be developed to tackle transport problems in the main settlements of Hemel Hempstead, Berkhamsted, Tring and Kings Langley and to address inter-urban problems along the A41 corridor which links these four centres to towns to the north. This will include road improvements as part of an overall transport strategy including traffic restraint measures. Town-wide plans or strategies are in place for Hemel Hempstead and Berkhamsted. Tring is still to be prepared.*
- 53.3 *The transport strategy for Hemel Hempstead is derived from the Hemel Hempstead Transportation Plan 1995 and incorporated into the transport policies in the local plan. The key elements of that strategy are:*
- *The road improvement strategy (see (c) above).*
  - *Traffic management schemes at various locations in order to decrease speeds and thus reduce accidents and increase safety as well as to improve the urban environment.*
  - *A rolling programme of bus infrastructure improvements is required to encourage bus patronage.*
  - *The development of a comprehensive network of cycle routes and parking facilities in the town centre and employment areas.*
  - *A walking strategy will be developed to improve existing routes, provide new links and additional crossing facilities in an effort to encourage walking.*
  - *Park and Ride facilities at three locations on the outskirts of Hemel Hempstead are proposed to complement a parking and management strategy for the town centre including the possible introduction of a controlled parking zone and provision for an increase in short-term and a reduction on long-term parking in the town centre.*



## **POLICY 54 HIGHWAY DESIGN**

**New development proposals will be expected to meet current national and local standards for highway design, access and servicing arrangements and circulation space. In particular local road hierarchy requirements must be respected (see Policy 52). Highway design requirements will normally be those employed by the highway authority at the time the development is proposed. Further guidance is given in Appendices 3 and 4 of the Plan.**

**Design will be subject to safety audits where appropriate.**

**The standards applied will normally be those necessary if the highway is to be statutorily adopted.**

**At the discretion of the planning authority, normal standards may be relaxed in order to meet wider environmental, transport, safety, design and conservation objectives. In particular, low speed design will be required in appropriate residential area layouts.**

### Reasons

- 54.1 Clear standards ensure safe and efficient access and are an aid to good design, if interpreted flexibly. Standards and safety audits are important to ensure that accidents and injuries on the highway network are minimised.

### *Background*

- 54.2 *The main reference source on design standards is the Highway Authority's "Roads in Hertfordshire - A Design Guide".*
- 54.3 *However, within the Chilterns Area of Outstanding Natural Beauty, the 'Environmental Guidelines for the Management of Roads in the Chilterns' prepared by the Chilterns Conference (now the shadow Conservation Board), will be taken into account.*

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## **POLICY 55 TRAFFIC MANAGEMENT**

**Use of traffic management measures, including those designed to improve road safety, effect environmental improvements, divert intrusive traffic (particularly lorries), facilitate and control parking, and in appropriate cases improve traffic flows, will be considered jointly by the planning and highway authorities as problems and opportunities arise. Schemes will be promoted where an appropriate balance between road safety, environmental benefits, and traffic flow can be achieved.**

The design of all schemes, in particular the types of features proposed, will take account of the needs of users of all modes of transport and will minimise the visual impact of street signs and other works as far as possible, compatible with safety requirements. Traffic calming measures will normally be designed to ensure a smooth flow of vehicles at slow speeds and to avoid frequent stopping.

In particular whole area schemes deploying a variety of measures (known as Environmental Traffic Zone Schemes) will be promoted in urban and rural areas as a device to support traffic restraint.

Currently proposed major schemes are listed in the Schedule of Transport Proposal Sites and Schemes.

#### Reasons

- 55.1 Traffic management measures often provide an effective and relatively cheap method of achieving highway and environmental objectives.

#### Background

- 55.2 *There are comprehensive proposals for a programme of area safety management schemes which include some aspects of environmental traffic zone work in Hemel Hempstead (see Hemel Hempstead Transport Plan Policy 54) and Berkhamsted with the majority of schemes that were set out within the Berkhamsted Movement Strategy being already implemented.*

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## **POLICY 56 ROADSIDE SERVICES**

Roadside services should normally be located within towns and large villages.

Exceptionally where a need for additional facilities is proven to the satisfaction of the planning and highway authorities, essential services (i.e. fuel, basic refreshments and associated parking only, but to include comprehensive facilities for all vehicles including lorries) may be permitted to locate outside the towns and large villages. In such circumstances the development must provide some compensating planning advantages, such as reuse of a redundant building, restoration of derelict or unsightly land, or improved traffic flows and reduced traffic in other locations.

Overnight accommodation may be included in roadside service developments if justified by the overall planning advantages of the scheme and a proven need for the proposed accommodation in a roadside location.

**Development will not be permitted in the Green Belt or in the Chilterns Area of Outstanding Natural Beauty unless very special circumstances arise. No overriding needs are considered to exist that necessitate new service areas on the lengths of motorway in the Borough. The need for essential trunk road services on the A41 T is considered met by the existing Bourne End service area (and its permitted extension) - (see Proposal T15 in the Schedule of Transport Proposal Sites and Schemes).**

**In all cases design and landscaping, level of activity and ancillary services, visual impact of illumination and advertisement displays must be appropriate to the site's location, particularly in relation to residential properties and open countryside.**

#### Reasons

- 56.1 Location of services close to main routes can be advantageous from the point of view of efficient transportation, and can also reduce traffic congestion in urban areas. Environmental impact on open countryside is however a major constraint and necessitates careful control of services. Development is particularly severely constrained in the Green Belt and it would be inconsistent with the aims of the designation of the Chilterns as an Area of Outstanding Natural Beauty. Because the Area of Outstanding Natural Beauty, through which the main roads pass, is relatively narrow, it is furthermore considered that there are sufficient opportunities for roadside service needs to be met within a reasonable distance outside it.

#### *Background*

- 56.2 *This policy will be interpreted with reference to the specific advice in Planning Policy Guidance Note 13: 'Transport' which suggests that planned provision of comprehensive facilities should allow reasonable limits to be placed on roadside facility provision.*
- 56.3 *The development of the service area at Bourne End fully meets the needs of all A41 trunk road users between the M25 and Aylesbury on criteria set in PPG 13.*

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## **POLICY 57 PROVISION AND MANAGEMENT OF PARKING**

**On street and off street parking space will be provided and managed in accordance with the following principles:**

- (a) **parking provision and management will be used as a tool to encourage reduced car ownership and usage. This approach will be applied for general environmental reasons, and also to limit traffic problems (e.g. congestion and safety) and**

**environmental impact (e.g. pollution, physical damage and amenity) in particular locations;**

- (b) the objectives of parking provision and management proposals should accord with Policy 49;**
- (c) the minimum level of car parking provision will be sought in developments by adopting maximum demand-based standards of provision. Provision will be reduced below this level in locations accessible by other travel modes or which can be made more accessible through planned improvements or as part of the development. Parking management will be applied on the basis of environmental and transport policy, rather than income generation objectives. Commuted payments may, in some circumstances, be accepted in lieu of the provision of parking.**
- (d) provision of short stay visitor or shopper parking (normally up to 4 hours duration) will be managed to reduce dependence on the car, whilst supporting the continued vitality and viability of town and local centres. Where appropriate, charging will be introduced;**
- (e) in order to provide a local incentive to shift transport modes to walking, cycling or public transport, long stay commuter parking will be discouraged by limiting total provision and managing demand for space by physical or pricing measures. These principles will be applied to all long stay car parks experiencing high levels of commuter demand;**
- (f) in appropriate locations, park and ride schemes can promote more sustainable travel patterns and improve the accessibility and attractiveness of town centres. Suitable sites have been identified in the Hemel Hempstead Transportation Plan. These include a new facility at Breakspear Way and the enhancement of the existing facility at Gadebridge Park (see Part II of the Schedule of Transport Proposal Sites and Schemes).**
- (g) in areas experiencing severe on-street parking pressures, consideration will be given to the establishment of residents parking schemes.**
- (h) consideration will be given to the introduction of Pay and Display charging to manage demand for on-street spaces within other parts of the Borough i.e. town centre locations.**
- (i) the Council's priorities for off-street car parking are as follows:-**
  - (1) orange/blue badge holders;**
  - (2) short stay/shopper parking (up to 4 hours);**

- (3) long stay parking for local workers; and
  - (4) commuter parking
- (j) the Council's Parking Management Strategy will be kept under review to ensure that the measures continue to reflect the needs of individual areas and the content of the Local Transport Plan.

#### Reasons

- 57.1 Provision and management of car parking is a major influence on journey patterns and the modal choices made by individuals. It is important that in any plan dealing with the link between land use and transport, the overall approach to parking provision and management is clear.
- 57.2 It is only possible to deal sensibly with the car parking implications of a new development proposal within the context of an overall local transportation policy, and in particular a strategy for management and control of on and off street public car parking.
- 57.3 Without this context it is likely that any attempt to control parking on the site of a new development would result in spin off pressures on public on and off street parking space and conflicts between long and short stay parking.

#### Background

- 57.4 *Parking policy has been developed countrywide and then through area based transportation plans. The Hertfordshire policy context is set out in the Structure Plan Review (1991-2011) and Local Transport Plan (2000).*
- 57.5 *The Council adopted 'Accessibility Zones for the Application of Car Parking Standards' for use in development control in July 2002. The need to establish accessibility zones stems from Supplementary Planning Guidance to Policy 25 of the Hertfordshire Structure Plan. This document sets out recommended maximum car parking standards for all types of development. For non-residential development these standards are demand-based and represent the starting point for restraint to be applied progressively on a zonal basis in urban areas, to reflect non-car accessibility. This approach is also being extended to new residential development in the most accessible locations within the Borough. The purpose of this zonal approach is to reduce the use of the private car, through parking restraint.*
- 57.6 *Given that parking standards are now expressed as a maximum requirement, PPG13 (Transport) states that it is inappropriate to seek commuted payments based purely around the lack of parking in a specific site. However, it may be appropriate to negotiate for contributions towards the provision of a park and ride scheme, where this will improve accessibility to the site by public transport, or towards the cost of introducing on-street parking controls in the vicinity of the site.*

57.7 *In Dacorum the Hemel Hempstead Transportation Plan includes specific proposals for a programme of comprehensive parking management in the town. These proposals have been updated and extended by a parking management study conducted by ARUP Transport Planning in Summer 2001. This study has led to the development of a Parking Management Strategy for the whole Borough*

57.8 *There are three main components of this Strategy:*

1. *The decriminalisation of parking enforcement with the transfer of responsibility from policy traffic wardens to 'parking attendants' appointed by the local authority.*
2. *The introduction of 'long stay' and 'short stay' designations for off-street car parks and the introduction of parking charges in Hemel Hempstead and Tring and the revision of charges in Berkhamsted. The proposed charging mechanism is 'Pay & Display'. Charges will be set at a level that can be used to influence journey patterns. Orange/Blue badge holders will be able to park free of charge and without time limit in all off-street car parks.*
3. *The creation of 'residents only' parking schemes in those areas experiencing the highest demand for on-street parking. These restrictions will usually operate from 8 am to 6 pm, Monday to Saturday.*

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## **POLICY 58 PRIVATE PARKING PROVISION**

**Decisions on provision and management of private parking will be made in accordance with the principles set out in Policy 57. The following requirements apply to new development and to the expansion and change of use of existing development.**

**New development with a significant parking requirement will only be permitted where parking provision is minimised, measures are taken by the applicant to address the problems (of traffic generation, congestion and on-street parking pressure) likely to arise from the parking demands generated by the development and where appropriate improvements to alternative travel modes are supported either directly as part of the development or through accessibility charges.**

**The level of parking provision to be provided in new development will be assessed using the demand based parking guidelines and approach to parking set out in Appendix 5 of the Plan.**

### ***Non - Residential Development***

All development with significant transport implications will be directed to locations potentially accessible by means other than the private car. Such locations include the whole of towns and large villages defined in the Plan.

Car parking standards will apply as a maximum, unless it has been demonstrated through a Transport Assessment that a higher level of parking is needed. It should not be assumed that where a proposal accords with the relevant maximum standard it is automatically acceptable.

For retail and leisure developments within the town centre, or on an edge of centre site, permission may be granted for parking that exceeds the relevant maximum standard. These parking facilities must serve the town centre as a whole to ensure the scale is consistent with the centre's size and be secured by means of a planning obligation.

Operational and customer car parking provision on site will be kept to a minimum. The precise level of provision must be justified in each case, and the figure included within the maximum based standard.

Employee parking needs should as far as possible not be met on site, and instead should be dealt with through a Green Travel Plan by alternative provision for non motorised or passenger transport, or off site public parking. The applicant can achieve this through a planning obligation commencing the cost of meeting parking demands on or off site into financial contributions to fund these alternative measures. Parking provision and its management will be encouraged through the establishment of public-private partnerships.

Where a major development is proposed, the applicant will be expected to enter into a planning obligation to apply a 'Green Travel Plan' to minimise latent pressure for on site parking and its effects. This plan will need to be linked to the applicant's Transport Assessment (ref. Policy 51 ).

### **Assessment**

Redevelopment of existing private parking areas will be encouraged if the parking demand of the existing and new buildings is dealt with on the basis of the principles set out above.

Where new customer car parking is proposed as part of a development it must be subject to management arrangements that ensure its usage is consistent with the overall parking strategy for the area, including shared use of the parking facility and for use by the

**general public. Arrangements should be secured through a planning obligation including any appropriate land holding provisions.**

### ***Residential Development***

**Parking needs, calculated by reference to the parking guidelines in Appendix 5 of the Plan, will normally be met on site.**

**Car free residential development may be considered in high accessibility locations. Parking provision may also be omitted or reduced on the basis of the type and location of the development (e.g. special needs/affordable housing, conversion or reuse in close proximity to facilities, services and passenger transport).**

#### Reasons

- 58.1 A development can only operate efficiently if it takes account of and/or provides for the transport needs of those travelling to and from the site. All planning applications must seek to promote the most sustainable form of transport and assess the appropriate level of private parking provision within this context. Floorspace/demand based standards are the best way of judging the realistic unconstrained demand for parking and thus the scale of the transport provision requirement for different types of development.
- 58.2 For environmental and congestion reasons, current transport planning principles dictate that in most circumstances it will be necessary to restrict the level of private parking provision on site to encourage travel by passenger or non motorised modes of transport. Where this is necessary it will be essential that development proposals contribute to the provision of alternative means of transport to and from the development either directly or via accessibility charges.
- 58.3 Shared public parking is sometimes an acceptable alternative to on-site provision, but it is essential that the developer covers the cost of such provision.

#### *Background*

- 58.4 *This policy is based on current Government advice and Supplementary Planning Guidance to the Structure Plan Review on Parking Provision at New Development adopted 18 December 2000 by Hertfordshire County Council. In addition to this supplementary planning guidance, Dacorum Borough Council adopted 'Accessibility Zones for the Application of Car Parking Standards' in July 2002.*



## **POLICY 59 PUBLIC OFF-STREET CAR PARKING**

**Decisions on provision and management of public off-street parking will be made in accordance with the principles set out in Policy 57.**

**Public off-street car parking provision will normally only be expanded and improved where the planning and highway authorities consider there is a pressing short stay/visitor need, and an opportunity to meet that need arises. Currently proposed schemes are listed in the Schedule of Transport Proposal Sites and Schemes.**

**Development which incorporates improved public off-street car parking may be acceptable where consistent with the overall parking strategy for the area and where it can be secured by a planning obligation. In particular, development allowing public use of private parking outside the working hours of the development will be welcomed. This shared use of parking space may be made a requirement of major development proposals in town centres and local centres.**

### Reasons

- 59.1 With continued growth in car ownership and usage there may be a need at some time in the future to increase off-street car parking capacity, mainly in town centres, but also in local centres and residential areas. In particular there will be a continuing need to provide for short stay shopper and visitor parking. It is intended to carry out a six monthly review of parking provision as part of the Council's proposed Parking Management Strategy. Whilst this will primarily focus upon on-street parking, the levels of usage in various sections of public car parks will be continually assessed through observations by the Parking Enforcement Officers.

### *Background*

- 59.2 *Proposal Txvii (Water Gardens Car Park) in the Schedule of Transport Proposal Sites and Schemes is currently the only major town centre Scheme for improved off street parking. Commuted parking payments may therefore be accepted in Hemel Hempstead town centre. There are no significant public car parking expansion plans in Berkhamsted or Tring and commuted payments are not currently accepted.*

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## **POLICY 60 LORRY PARKING**

**Land in use for lorry parking within General Employment Areas will normally be retained for this purpose. Planning permission for alternative uses will not be given unless it can be shown that:**

- (a) the lorry parking area is a small scale use incidental to operational activities of a particular firm, and no longer needed for that purpose; or
- (b) the lorry parking area is no longer needed either for the current operator's use, or for more general use in other hands. Further, that this is proven by evidence of efforts to dispose of the land on the basis of a lorry park use; or
- (c) convenient replacement lorry parking facilities are being made available.

**Provision of new lorry parking facilities will only be acceptable within General Employment Areas.**

**Safeguarding of specific land for continued lorry parking use is indicated in the Schedule of Transport Proposal Sites and Schemes.**

#### Reasons

- 60.1 Overnight and weekend lorry parking provision is essential to support local business activity and avoid the environmental problem of heavy vehicles being left in residential areas to the detriment of the local environment and road safety.
- 60.2 Safeguarding of existing facilities against unwarranted development pressure is necessary to retain an essential element in the local transport infrastructure.

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## **POLICY 61 PEDESTRIANS**

**Improvements to the highway and other public areas to facilitate pedestrian safety and convenience will be given high priority. Where appropriate, vehicle access restrictions designed to fully or partly pedestrianise a street will be employed to improve residential, town centre or local centre environments. Significant currently proposed schemes are listed in the Schedule of Transport Proposal Sites and Schemes.**

**Pedestrian route network and improvement strategies for the Borough's main settlements will be prepared in conjunction with the Highway Authority, to create more direct, safe and secure walking routes, particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport. These strategies will be an important consideration in development control.**

**Appropriate provision for pedestrians will be a requirement of all development proposals.**

#### Reasons

- 61.1 A safe and convenient pedestrian environment makes a crucial contribution to the economic and social well being of urban areas and can assist in helping reduce the need for some journeys by car. Good pedestrian facilities reduce accidents and increase amenity. Pedestrianisation schemes will be prepared in consultation with all interested parties, including where appropriate local businesses and service providers.

#### *Background*

- 61.2 *A route network and improvement strategy for Hemel Hempstead, based on the Hemel Hempstead Transportation Plan, is shown in Transport Diagram 3.*

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## **POLICY 62 CYCLISTS**

**Improvements to the highway and other public areas to facilitate cyclist safety and convenience will be given high priority. Particular encouragement will be given to the creation of the following links:-**

- **Links to schools and colleges, particularly as part of ‘Safer Routes to Schools’ initiatives**
- **Links to other major journey generators, such as places of employment, shopping areas, transport interchanges, leisure and community facilities and health institutions.**

**Significant currently proposed schemes are listed in the Schedule of Transport Proposal Sites and Schemes.**

**Cycle route network and improvement strategies for the Borough’s main settlements will be prepared in conjunction with the Highway Authority. These strategies will be an important consideration in development control.**

**Appropriate provision for cyclists, or shared cycle and pedestrian facilities, (including secure parking/storage and changing/shower facilities for employees) will be a requirement of all major development proposals.**

**Adequate provision of cycle parking should be made, particularly at educational establishments, retail centres, public transport interchanges, leisure facilities and other major journey generators. Workplace cycle parking will be encouraged.**

## Reasons

- 62.1 Cycling should be encouraged as an energy saving and non-polluting form of transport that can replace some car journeys, particularly in urban areas.
- 62.2 In addition, recreational cycling is growing in popularity, particularly using the increasing network of long distance cycle routes. New routes linking this network will be encouraged, as part of the local network improvement strategies.
- 62.3 The accident dangers and poor environmental conditions faced by cyclists in motor traffic justify provision of special facilities wherever opportunities arise.

## Background

- 62.4 *A route network and improvement strategy for Hemel Hempstead, based on the Hemel Hempstead Transport Plan, is shown in Transport Diagram 3. Cycling strategies for the main towns and Borough as a whole will be developed during the plan period.*
- 62.5 *In applying Policy 62 reference will be made to the Government's national cycling strategy and to the draft Dacorum Cycling Strategy 2002.*

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## **POLICY 63 ACCESS FOR DISABLED PEOPLE**

**Improvements to transport facilities and services and other public areas to facilitate access for disabled people will be given high priority. Appropriate access and provision for disabled people will be a requirement of all development proposals.**

## Reasons

- 63.1 Convenience and comfort for all people is heavily dependant on the design of the built environment. Whenever development occurs opportunities to improve conditions arise and should be taken into account in decision making.

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## **POLICY 64 PASSENGER TRANSPORT**

**Improvements to passenger transport services and facilities will be encouraged with the aim of improving the interchange between different transport services; between public transport and walking and cycling and of improving personal security across the whole journey.**

**The need to improve the efficiency of and level of service provided by passenger transport will be taken into account in assessing major development proposals. Specific proposals designed to support and encourage passenger transport service provision and patronage, including the improvement of waiting and interchange facilities, will be given high priority.**

**Bus route network and improvement strategies for the Borough's main settlements will be prepared in conjunction with the Highway Authority. These strategies will be an important consideration in development control.**

**Land in use for passenger transport operations will normally be retained for this purpose. Planning permission for alternative uses will not be granted unless it can be shown that:**

- (a) the facility is no longer needed, either for the current operator's use, or in other hands; or**
- (b) the facility is being replaced in a location which is equally, or more convenient to both operators and passengers.**

**Safeguarding of specific sites for continued passenger transport use is indicated in the Schedule of Transport Proposal Sites and Schemes.**

#### Reasons

- 64.1 Passenger transport is the only means of transport available to many members of the community, and is particularly important for disadvantaged minorities. Land use and transport proposals, particularly road and traffic management schemes, should be designed to give priority to passenger transport services where possible, but at a minimum to ensure that the operation of such services is not adversely affected.
- 64.2 Accessibility of new development proposals to passenger transport facilities and services, particularly existing and potential bus services, can be an important factor in decisions about location and design of development. Achievement of high passenger transport usage levels may be crucial in making the transport impact of a development acceptable.
- 64.3 Rail travel plays a significant role in passenger transport provision in the Borough allowing the movement of large numbers of commuters to Watford, London and Milton Keynes. There are four railway stations in the Borough at Tring, Berkhamsted, Hemel Hempstead and Apsley, all on the main Euston to Birmingham line.
- 64.4 Loss or undesirable relocation of key passenger transport facilities such as stations, garages and interchanges can reduce substantially the convenience and attractiveness of services. It is, therefore, important to safeguard essential facilities against unwarranted redevelopment pressures.

## *Background*

- 64.5 *Where a development necessitates passenger transport provision the developer will need to deploy various measures designed to support provision and usage. They include physical infrastructure provision, and finance for services in the early days of occupation of the development to ensure provision before the service becomes established. Marketing, promotion and incentives to increase usage and encourage a passenger transport culture are also essential. Where employment development is involved these matters could become features of a permanent 'Green Travel Plan'.*

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### **POLICY 65 DEVELOPMENT RELATING TO STRATEGIC RAIL FACILITIES**

**Use by local businesses of possible direct rail services to the continent via the West Coast Main Line and the Channel Tunnel will generally be encouraged by application of Policy 64. Opportunities for development of any special freight railhead facilities will be limited to areas safeguarded for station interchange facilities.**

#### Reasons

- 65.1 Pressure for development of Channel Tunnel related rail facilities is likely to grow, but environmental constraints and the poor relationship between employment areas and railway communications in Dacorum limit opportunities for special development.

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### **POLICY 66 FACILITIES FOR WATER BORNE FREIGHT**

**Provision of facilities for water borne freight in General Employment Areas adjoining the Grand Union Canal will be encouraged.**

#### Reasons

- 66.1 Carrying freight by water is energy efficient and relatively benign in environmental terms. It is possible that, as a result of these attributes, it may become more common in the future and this should be encouraged. The Borough includes a stretch of a major inland waterway, the Grand Union Canal.

## SCHEDULE OF TRANSPORT PROPOSAL SITES AND SCHEMES

### PART I: SHORT TERM SCHEMES AND PROPOSAL SITES

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*Reference:* T1  
*Scheme/Location:* M1 widening (dual 4 lane - Junctions 6a - 10)  
*Agency:* DfT  
*Additional Information and Requirements:* In the Government Report 'A New Deal for Trunk Roads in England' one of the main areas for action was dealing with serious congestion problems on main roads including M1. The proposed work includes replacement and improvement of all junctions and overbridges. Will achieve segregation of local traffic from M1 traffic between M10 and A414 by provision of new all purpose dual carriageway routes.  
*Progress:* This scheme will be considered in the London and South Midlands Study subject to the views of the Regional Planning Conference. Study commenced September 2000.

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*Reference:* T2  
*Scheme/Location:* A41 T Aston Clinton bypass  
*Agency:* DfT  
*Additional Information and Requirements:* Only the junction linking to the A41 Tring bypass affects Dacorum Borough. In the Government Report 'A New Deal for Trunk Roads in England' this scheme is in the targeted programme of improvements.  
*Progress:* Major Trunk Road Programme. Construction commenced August 2001. Due for completion August 2003.

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*Reference:* T3  
*Scheme/Location:* Improvements to A414 Maylands Avenue Roundabout, Hemel Hempstead.  
*Agency:* HCC  
*Additional Information and Requirements:* HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be required.  
*Progress:* Slip lane scheme implemented 2001.

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*Reference:* T4  
*Scheme/Location:* Junction improvements to increase the capacity of A414 Breakspear Way Roundabout  
*Agency:* HCC/DfT  
*Additional Information and Requirements:* HCC/DBC consider the proposal should be brought

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*Information and Requirements:* forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be required. Local Highway Authority scheme to be co-ordinated with works as part of Scheme T1 (M1 widening).

*Progress:* Hemel Hempstead Transportation Plan

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*Reference:* T5

*Scheme/Location:* Widening and junction improvements on Swallowdale Lane, Hemel Hempstead (from Three Cherry Trees Lane to Redbourn Road)

*Agency:* HCC

*Additional Information and Requirements:* HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead.

*Progress:* Hemel Hempstead Transportation Plan

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*Reference:* T6

*Scheme/Location:* Widening and junction improvements, A4147 Redbourn Road, Hemel Hempstead (Cupid Green to Queensway)

*Agency:* HCC

*Additional Information and Requirements:* HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Landscaping required in particular to screen open storage in the Swallowdale General Employment Area.

*Progress:* Hemel Hempstead Transportation Plan

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*Reference:* T7

*Scheme/Location:* Widening and junction improvements to complete North East Relief Road (line of existing Three Cherry Trees/ Green Lane)

*Agency:* HCC

*Additional Information and Requirements:* HCC/DBC consider that the proposal should be brought forward by developer contributions in association with development at North East Hemel Hempstead (Proposals H18 and E4: see Schedules of Housing and Employment Proposal Sites respectively). Potential dual carriageway line to be safeguarded where appropriate. Initial single carriageway route could also be completed on dualling line shown in Hemel Hempstead Transportation Plan. This alternative line follows Punchbowl Lane in St Albans City and District. Landscaping to enhance boundary with Green Belt.

*Progress:* Hemel Hempstead Transportation Plan

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*Reference:* **T8**  
*Scheme/Location:* **Moor End Bus Link, Hemel Hempstead**  
*Agency:* **HCC**  
*Additional Information and Requirements:* **Reopening of road link between mini-roundabout on Plough Roundabout and Marlowes as bus only link to provide direct, priority passenger transport access to the main shopping area.**  
*Progress:* **Hemel Hempstead Transportation Plan – initial scheme complete. Alternative bus link route approved in planning permission.**

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*Reference:* **T9**  
*Scheme/Location:* **Berkhamsted Railway Station**  
*Agency:* **Network Rail/train operating company**  
*Additional Information and Requirements:* **Existing station interchange facilities to be safeguarded for this use.**

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*Reference:* **T10**  
*Scheme/Location:* **Maylands Avenue industrial area lorry park**  
*Agency:* **Private or DBC**  
*Additional Information and Requirements:* **Existing lorry park land to be safeguarded for this use unless a satisfactory alternative is available (see Policy 60).**

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*Reference:* **T11**  
*Scheme/Location:* **Tring Railway Station.**  
*Agency:* **Network Rail**  
*Additional Information and Requirements:* **Existing station interchange facilities to be safeguarded for this use.**

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*Reference:* **T12**  
*Scheme/Location:* **Hemel Hempstead Bus Station**  
*Agency:* **DBC/Private**  
*Additional Information and Requirements:* **Existing area to be safeguarded for this use unless a satisfactory alternative site is available (see Policy 64).**

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*Reference:* **T13**  
*Scheme/Location:* **Canal Fields/Berkhamsted Park Car Park**  
*Agency:* **DBC**  
*Additional Information and Requirements:* **Upgrade existing public off street car parking. Improvement to car park for short stay spaces.**

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*Requirements:* **Limited improvements to access and formalise layout. Management to give priority to users of associated leisure facilities.**

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*Reference:* **T14**  
*Scheme/Location:* **Hemel Hempstead Railway Station**  
*Agency:* **Network Rail/train operating company**  
*Additional Information and Requirements:* **Existing station interchange facilities to be safeguarded for this use.**

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*Reference:* **T15**  
*Scheme/Location:* **Bourne End Service Area**  
*Additional Information and Requirements:* **Some extension is possible but the development area is to be limited and is not to extend beyond the limits already permitted. Strategic landscaping improvements are required. Parking provision should meet the standards set out in Appendix 5 (Parking Provision).**  
*Progress:* **Outline permission for a 100 bedroom hotel, diner and petrol service area. A 60 bedroom hotel has been built together with a fast food restaurant and petrol service area. There are mutually exclusive, extant planning permissions for an additional 40 bedroom hotel and an extension to the existing hotel for restaurant purposes.**

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*Reference:* **T16**  
*Scheme/Location:* **Parking Management Schemes**  
*Agency:* **DBC**  
*Additional Information and Requirements:* **Introduction of residents only parking schemes in decriminalisation of parking enforcement and management of off-street parking spaces.**  
*Progress:* **Due to commence October 2003.**

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#### **Two Waters and Apsley**

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*Reference:* **TWA11**  
*Scheme/Location:* **Car park on the filter beds site, opposite Frogmore Mill, Durrants Hill Road**

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*Reference:* **TWA12**  
*Scheme/Location:* **Improvements to Durrants Hill Road**

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*Reference:* **TWA13**  
*Scheme/Location:* **Signalisation of Durrants Hill Road, London Road**

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## junction

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*Reference:* TWA14  
*Scheme/Location:* Improvements to Featherbed Lane and junctions with London Road

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*Reference:* TWA15  
*Scheme/Location:* Demolition of 235 and 237 London Road and widening of the Featherbed Lane/London Road junction

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*Reference:* TWA16  
*Scheme/Location:* Apsley Railway Station, London Road

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*Reference:* TWA17  
*Scheme/Location:* Hemel Hempstead Bus Garage, Whiteleaf Road

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*Reference:* TWA18  
*Scheme/Location:* Cycle route between Two Waters, Apsley and Nash Mills

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*Reference:* TWA19  
*Scheme/Location:* Improvements to the footpath network

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**See Schedule of Two Waters and Apsley Inset Proposal Sites in Part 4 of the Plan for details.**

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## **PART II LONG TERM SCHEMES AND AREA TRAFFIC MANAGEMENT SCHEMES**

**These are shown on the Transport Diagrams.**

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*Reference:* Ti  
*Scheme/Location:* New single carriageway A4146 Water End bypass  
*Agency:* HCC  
*Additional Information and Requirements:* Detailed line not yet decided. Environmental constraints such as nature conservation interest to be taken into account as far as possible.  
*Progress:* LTP long term problem area.

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*Reference:* **Tii**  
*Scheme/Location:* **Further footway improvements, A416 Kings Road, Berkhamsted**  
*Agency:* **HCC**  
*Additional Information and Requirements:* **Details of scheme still to be decided.**  
*Progress:* **West Hertfordshire Area Plan Scheme. Unprogrammed.**

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*Reference:* **Tiii**  
*Scheme/Location:* **Tunnel Fields, link to New Road, Northchurch, Berkhamsted and associated work to junction of New Road/A4251**  
*Agency:* **HCC**  
*Additional Information and Requirements:* **Details of scheme to be decided. Road link will provide a through route from New Road to Billet Lane via Springfield Road, bypassing Northchurch Conservation Area. Careful integration into landscape required. Impact on the ecology of the Wildlife Site (at the edge of Tunnel Fields) to be taken into account as far as possible.**  
*Progress:* **Link agreed as long term solution in Berkhamsted Movement Strategy. Unprogrammed.**

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*Reference:* **Tiv**  
*Scheme/Location:* **Widening to dual carriageway of North East Relief Road, Hemel Hempstead**  
*Agency:* **HCC**  
*Additional Information and Requirements:* **Details of scheme still to be decided. Will be a follow up to Scheme T7. Land to be reserved as part of development of Proposal Site E4 (see Schedule of Employment Proposal Sites).**  
*Progress:* **Hemel Hempstead Transportation Plan Unprogrammed.**

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*Reference:* **Tv**  
*Scheme/Location:* **Hemel Hempstead Cycle Route Network**  
*Agency:* **HCC/DBC**  
*Additional Information and Requirements:* **Advisory routes and junction/crossing improvements. Details to be decided.**  
*Progress:* **Incremental implementation from 1996/97.**

---

*Reference:* **Tvi**  
*Scheme/Location:* **Hemel Hempstead Pedestrian Route Network**  
*Agency:* **HCC/DBC**  
*Additional Information and Requirements:* **Advisory routes and junction/crossing improvements. Details to be decided.**  
*Progress:* **Incremental implementation from 1996/97.**

---

*Reference:* **Tvii - xi**  
*Scheme/Location:* **Hemel Hempstead Environmental Area Safety and Traffic Calming Schemes:**  
**Tvii Adeyfield/Highfield**  
**Tviii Grovehill/Woodhall Farm**  
**Tx West Hemel Hempstead**  
**Txi A4251 Corridor/Apsley**  
*Agency:* **HCC/DBC**  
*Additional Information and Requirements:* **Integrated area schemes. Full details to be decided.**  
*Progress:* **Incremental implementation from 1992/93.**

---

*Reference:* **Txii**  
*Scheme/Location:* **Hemel Hempstead Park and Ride Schemes**  
*Agency:* **HCC/DBC/Private (bus operators).**  
*Additional Information and Requirements:* **Study carried out in 2002 to assess the potential for additional park and ride facilities identified two locations:**  
  
**- Gadebridge Park**  
**- Breakspear Way**  
*Progress:* **The Gadebridge site is operational, but capable of enhancement.**

---

*Reference:* **Txiii**  
*Scheme/Location:* **Station Road Cycle Route, Tring**  
*Agency:* **HCC/DBC**  
*Additional Information and Requirements:* **Advisory, off road route.**  
*Progress:* **Largely complete, but section across canal bridge and through Tring Station still to be implemented. May be capable of enhancement or extension. In Local Transport Plan for 2000/1 bid.**

---

*Reference:* **Txiv**  
*Scheme/Location:* **Miswell Lane Cycle Route, Tring**  
*Agency:* **HCC/DBC**  
*Additional Information and Requirements:* **Advisory, off road route.**  
*Progress:* **In Local Transport Plan for 2001/02 bid**

---

*Reference:* **Txv**  
*Scheme/Location:* **Continuation of works to improve street environment Berkhamsted High Street eastern section.**  
*Agency:* **DBC/HCC**  
*Additional Information and Requirements:* **Largely aesthetic street scene/surfacing works, with some traffic calming benefits**  
*Progress:* **Unprogrammed. Scheme highlighted in Berkhamsted Conservation Area Partnership Action Plan.**

---

*Reference:* **Txvi**  
*Scheme/Location:* **Additional public off-street car parking by further decking of Water Gardens north car park, Hemel Hempstead.**  
*Agency:* **DBC**  
*Additional Information and Requirements:* **Commuted car parking payments may be accepted in connection with this proposal (see Policy 58).**  
*Progress:* **Unprogrammed.**

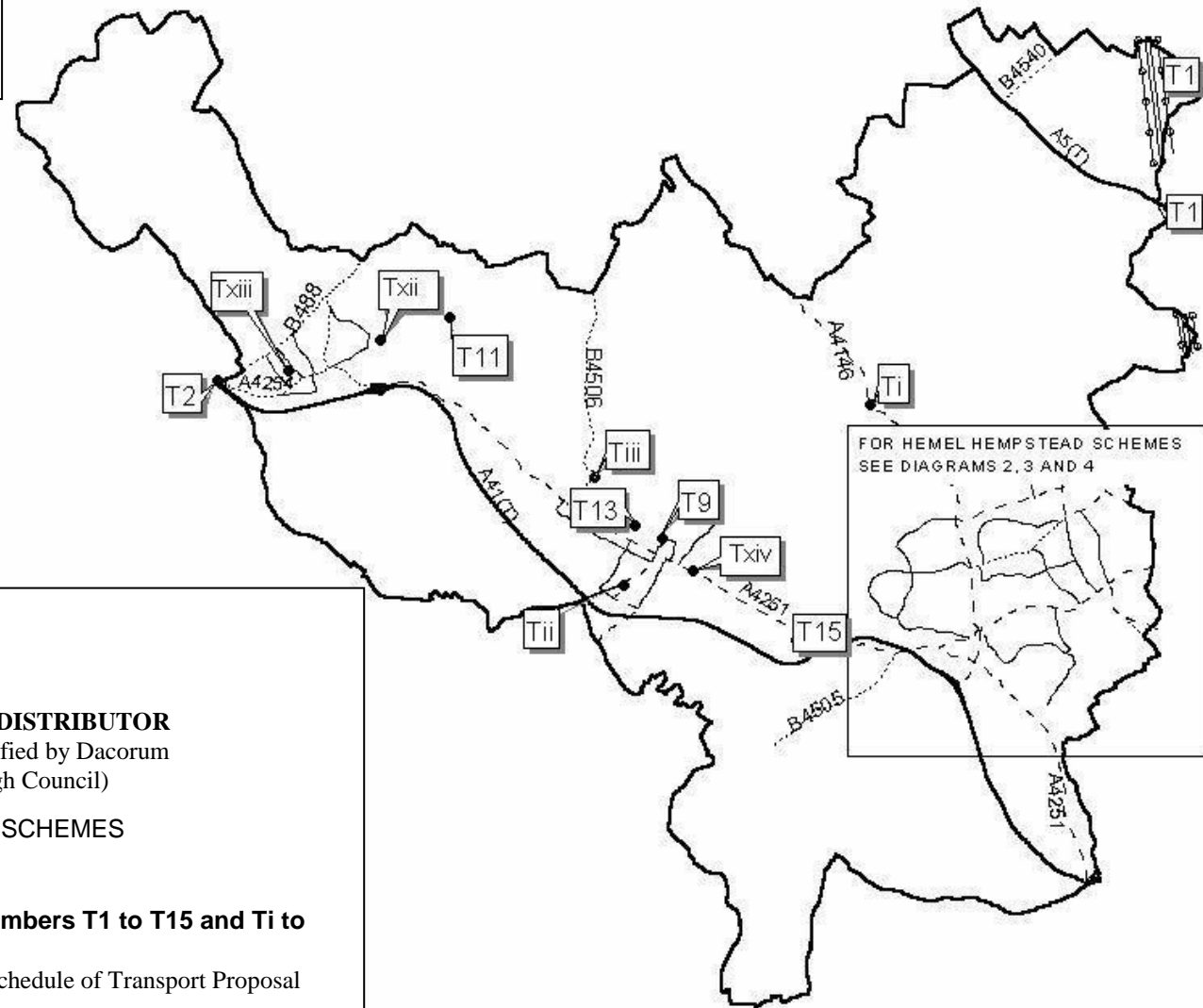
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#### **NOTES:**

- 1. DfT Department for Transport**
- 2. HCC Hertfordshire County Council (the Highway Authority)**
- 3. LTP Local Transport Plan**
- 4. DBC Dacorum Borough Council**

### Transport Diagram 1

This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.



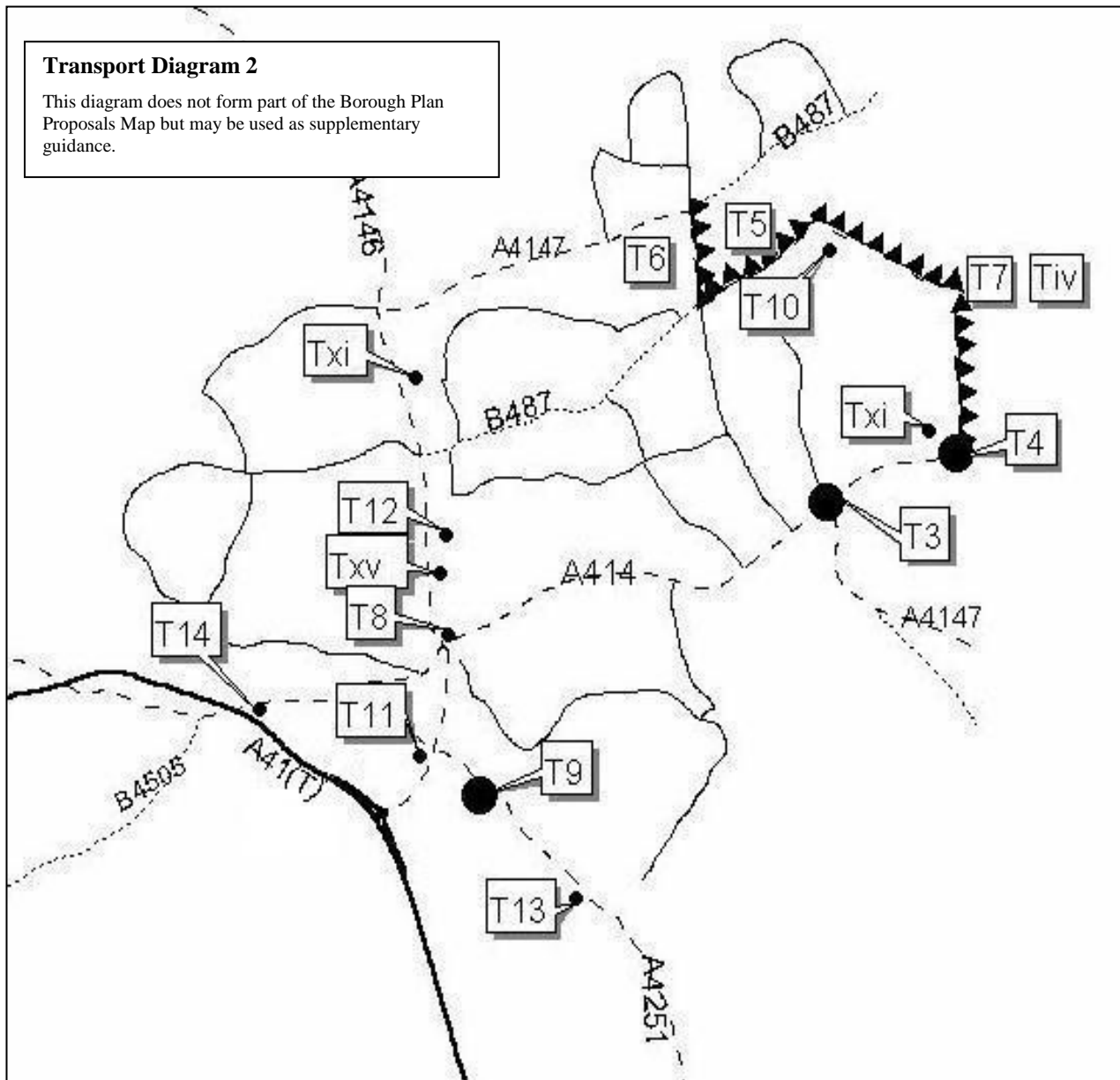
FOR HEMEL HEMPSTEAD SCHEMES  
SEE DIAGRAMS 2, 3 AND 4

<b>PROPOSED HIGHWAY AUTHORITY MAIN ROAD HIERACHY (as at April 1997)</b>		<b>KEY LOCAL DISTRIBUTOR ROADS (Identified by Dacorum Borough Council)</b>	
<b>STRATEGIC/PRIMARY</b>		<b>TRANSPORT SCHEMES AND SITES</b>	
====	Motorway (Blue 'M' signed)	⊖-⊖-⊖	Roads to be constructed/improved
——	Trunk (Green 'A' signed)	●	Location of other schemes
<b>MAIN DISTRIBUTOR</b>			
- - -	County Principal (White 'A' signed)		
.....	County Non-principal Category 1		

**Reference Numbers T1 to T15 and Ti to Txiv**  
Full details in Schedule of Transport Proposal

**Transport Diagram 2**

This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.



**PROPOSED HIGHWAY AUTHORITY  
MAIN ROAD HIERACHY  
(as at April 1997)**

**STRATEGIC/PRIMARY**

==== Motorway  
(Blue 'M' signed)

———— Trunk  
(Green 'A' signed)

**MAIN DISTRIBUTOR**

- - - - County Principal  
(White 'A' signed)

..... County Non-principal  
Category 1

**KEY LOCAL DISTRIBUTOR  
ROADS (Identified by Dacorum  
Borough Council)**

**TRANSPORT SCHEMES AND  
SITES – HEMEL HEMPSTEAD**

**Reference Numbers T1 to T14 and Ti to Txv**

Full details in Schedule of Transport Proposal Sites and Schemes

▲▲▲▲ Roads to be constructed/improved

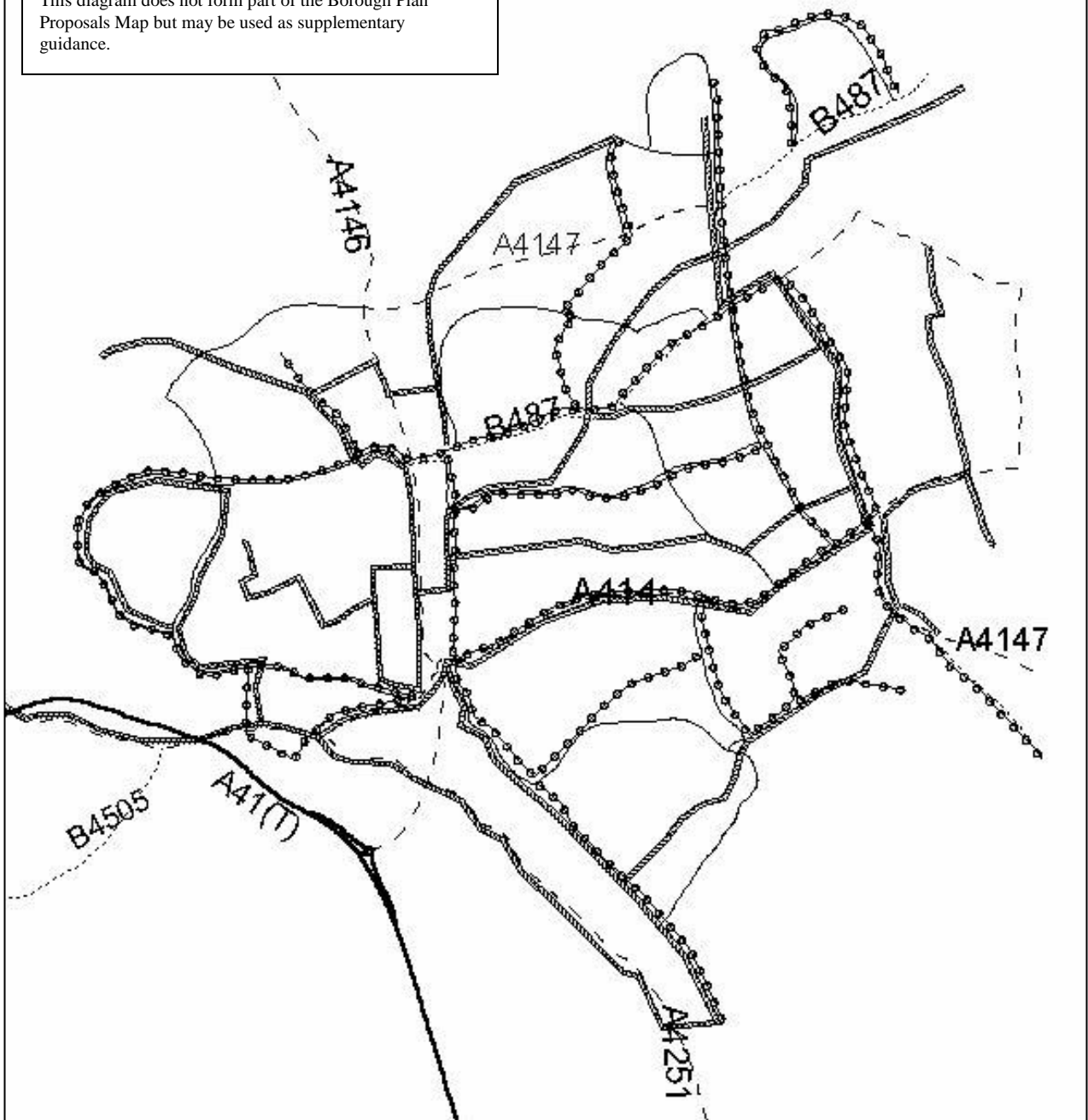
● Junctions to be improved

● Location of other schemes



**Transport Diagram 3**

This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.



**PROPOSED HIGHWAY AUTHORITY MAIN ROAD HIERACHY (as at April 1997)**

**STRATEGIC/PRIMARY**

- ==== Motorway (Blue 'M' signed)
- Trunk (Green 'A' signed)

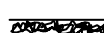

**MAIN DISTRIBUTOR**

- - - - County Principal (White 'A' signed)
- ..... County Non-principal Category 1

**KEY LOCAL DISTRIBUTOR ROADS** (Identified by Dacorum Borough Council)

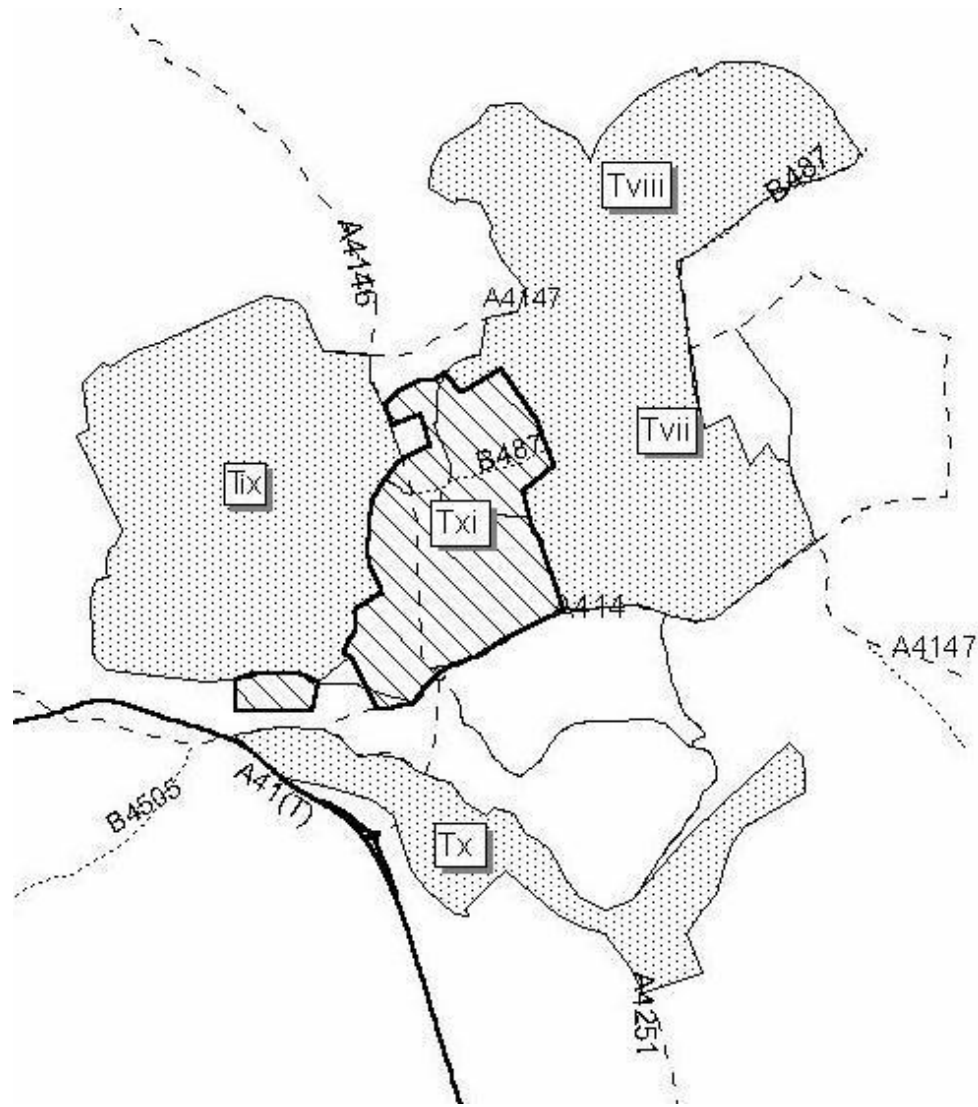
**TRANSPORT SCHEMES AND SITES – HEMEL HEMPSTEAD CYCLE AND PEDESTRIAN NETWORK**

**Reference Numbers Tv to Tvi Full details in Schedule of Transport Proposal Sites and Schemes based on Hemel Hempstead Transportation Plan with addition of Buncelfield**

-  **Tv** Hemel Hempstead Cycle Route Network
-  **Tvi** Hemel Hempstead Pedestrian Network

**Transport Diagram 4**

This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.



**PROPOSED HIGHWAY  
AUTHORITY MAIN ROAD  
HIERACHY (as at April 1997)**

**STRATEGIC/PRIMARY**

==== Motorway  
(Blue 'M' signed)

———— Trunk  
(Green 'A' signed)

- - - - County Principal  
(White 'A' signed)

..... County Non-principal  
Category 1


**KEY LOCAL DISTRIBUTOR  
ROADS (Identified by Dacorum  
Borough Council)**

**TRANSPORT SCHEMES  
AND SITES**

**Reference Numbers Tvi to Txi**

Full details in Schedule of Transport Proposal Sites and Schemes

 Area Parking Management Schemes

 Area Safety and Traffic Calming Schemes

**SECTION 8**  
**SOCIAL AND COMMUNITY FACILITIES**



## **POLICY 67 LAND FOR SOCIAL AND COMMUNITY FACILITIES**

**Provision of sufficient land to accommodate a wide range of well located social and community facilities to meet the needs of all sections of the community will be given high priority.**

**Specific sites affected are listed in the Schedule of Social and Community Facilities Proposal Sites.**

### Reasons

- 67.1 Ready access to social and community facilities is an important requirement of a balanced community. Some site requirements are known and taken account of in the Plan. Others are likely to emerge during the Plan period, and will be accommodated within the general policies of the Plan.

### *Background*

- 67.2 *Social and community facilities are provided by a variety of agencies to meet the needs of all people in Dacorum. The term covers facilities for childcare, residential care, education, health, general welfare, worship, social contact and environmental services (such as disposal of household waste). These facilities are becoming increasingly important particularly as a consequence of the move towards providing care in the community, a relatively ageing population, pressure for childcare provision and possible future commitments to reducing class sizes in schools. The Borough also contains special community facilities such as the prison accommodation in Bovington which is located within the Green Belt. The planning role of the Council is to ensure that the providing agencies are able to supply the appropriate facilities in the right place, having regard both to the needs of the people served and to the effect on the surrounding community.*
- 67.3 *Various needs will arise from time to time. One such need (identified by the County Council) is for a new larger central library in Hemel Hempstead.*
- 67.4 *New buildings for social and community facilities may be located in residential areas, in town and local centres, and in new developments (Policies 9, 15, 38 and 70) and provided they meet a local need, in the Rural Area and Selected Small Villages in the Green Belt and the Rural Area (Policies 6, 7 and 8). Existing buildings may be reused for this purpose in the above locations and in the Green Belt and Open Land areas (Policies 4, 9, 69 and 116).*

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## **POLICY 68 RETENTION OF SOCIAL AND COMMUNITY FACILITIES**

**Planning permission will not be granted for development which would result in the loss of viable social and community facilities, unless satisfactory alternative provision is made.**

### Reasons

- 68.1 The land occupied by social and community facilities, both public and private, is often subject to development pressures because of its potential alternative use value. It is important that unreasonable development pressure does not threaten the existence of valuable facilities.

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## **POLICY 69 EDUCATION**

**New schools and colleges will be permitted in:**

- (a) the Green Belt as reuse of buildings (Policy 110) and as reuse of large residential buildings standing in extensive grounds (Policy 4);**
- (b) the Rural Area to meet a particular proven need of the local rural community (Policy 7);**
- (c) towns and large villages as reuse or redevelopment of existing institutional facilities (including those in open land areas) and as reuse, redevelopment or development of sites in town centres, local centres and residential areas;**

**provided:**

- (i) the environmental character of the location is retained;**
- (ii) there is no significant detriment to residential amenity;**
- (iii) sufficient on-site parking is provided;**
- (iv) there is satisfactory provision for the setting down and picking up of students arriving by private or passenger transport;**
- (v) ancillary facilities (including playing fields and grounds) are available to meet the needs of students; and**
- (vi) ancillary buildings and works, additional replacement and redevelopment of buildings and changes of use will be guided and controlled through the criteria in Policy 116.**

**Potential change of use from education within the provisions of the Use Classes Order 1987 will be controlled where appropriate.**

**Extensions of existing educational facilities will not be acceptable in the Green Belt (Policy 4) except on schools identified as major development sites (Policy 5). Elsewhere extension of facilities will be considered in relation to the criteria (i) - (vi) above. Size of new buildings will be restricted by applying Policy 7 for the Rural Area and Policy 9 for the towns and large villages.**

**The loss of existing education facilities will not be supported unless:**

- A. the new use is temporary, pending return to education use; or
- B. the site is no longer appropriate for or needed for education use.

Should a site not be needed for education, alternative development will be supported. On open land in the towns and large villages buildings may be converted or redeveloped for social, community or recreational purposes, but playing fields and grounds must remain in open use (see Policy 116). Elsewhere in the towns and large villages redevelopment of the site will be permitted (see Policy 9). In the Green Belt and in the Rural Area uses listed in Policies 4 and 7 will be accepted.

#### Reasons

- 69.1 The need and demand for education services should be met in locations convenient for students, where the impact of building and activity on the surrounding environment can be satisfactorily accommodated. Existing premises are a valuable community asset, and because of the difficulty in securing new sites should normally remain. However, if individual sites do become surplus to needs, their reuse must be controlled. In particular, the contribution of playing fields and grounds to open land and the character of settlements and to the openness of the countryside must not be lost through building development.

#### *Background*

- 69.2 *Pressure for more school places may arise as families with school age children occupy the new dwellings built as part of the housing programme of the Plan. Demand for places could exceed the capacity of existing school facilities in the catchment areas and temporary or new school buildings and extensions may be required.*
- 69.3 *Education services can fall within either of the following Use Classes in the Use Classes Order 1987, i.e. C2 Residential Institutions or D1 Non-Residential Institutions. Each of the Use Classes contains a wide range of uses. Furthermore, the Town and Country (General Permitted Development) Order 1995 does provide scope for limited extensions to educational facilities as permitted development.*

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## **POLICY 70 SOCIAL AND COMMUNITY FACILITIES IN NEW DEVELOPMENTS**

**Planning permission will not be granted for major new developments until the appropriate agencies have considered the need to provide integral social and community facilities. Where appropriate the**

**necessary land or floorspace will be reserved or a contribution sought towards the provision of such facilities.**

**Proposals to include new social and community facilities as part of a development for another use will be encouraged. Other types of development which include or support social and community facilities likely to make an important contribution to community life will be welcomed, provided they accord with the general policies of the Plan. This may be particularly appropriate in town and local centres.**

#### Reasons

- 70.1 Social and community facilities are an essential ingredient of local life. It is important that new development provides facilities to meet the needs it generates, for example a community hall on a large housing site or childcare facilities in connection with a major employment development. The requirement for facilities will relate to the size and nature of the development and the existing pattern of facilities in the area. Also, new development can provide facilities which can help rectify existing local deficiencies which the proposed development itself may be exacerbating.

---

#### **POLICY 71 COMMUNITY CARE**

**Development of community care facilities for the handicapped and elderly will be encouraged in residential areas provided:**

- (a) schemes incorporate adequate space for necessary ancillary services, amenity and visitor car parking; and**
- (b) there is no over-concentration of community care facilities.**

**Only large detached premises will normally be accepted for conversion.**

#### Reasons

- 71.1 The emphasis in care of the handicapped and the dependant elderly is switching from institutions to supported community locations. In particular it is necessary to accommodate housing projects for people returning to live in the community from long stay institutions. There is also a need for 'half way houses' for drug addicts. Community care necessitates living in a residential environment, preferably near shops and passenger transport routes. The nature of 'homes' large enough to require planning permission, is such that a careful choice of property capable of accommodating special facilities and needs is required. An over-concentration of community care homes can lead to an undesirable change in the residential character of an area and its amenity; in addition it can deny to the new residents the opportunity to live in a balanced residential community.



## SCHEDULE OF SOCIAL AND COMMUNITY FACILITIES PROPOSAL SITES

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<i>Site reference:</i>	<b>C1</b>
<i>Address:</i>	<b>Land at Durrants Lane/Shootersway, Berkhamsted</b>
<i>Area (Ha)</i>	<b>8.3</b>
<i>Proposal:</i>	<b>School with dual use playing fields and new informal leisure space.</b>
<i>Planning Requirements:</i>	<p><b>A comprehensive planning framework is needed to link the three main land uses proposed in this area: i.e. housing (Proposal H37 in the Schedule of Housing Proposal Sites); school with playing fields (Proposal C1) and new leisure space (Proposal L1 in the Schedule of Leisure and Tourism Proposal Sites).</b></p> <p><b>The impact of development on the surrounding countryside, cross valley views and the skyline should be minimised. Trees and landscaping must be retained and supplemented. Landscaping must reinforce boundaries of new, long term Green Belt boundaries and provide for a soft edge to the town.</b></p> <p><b>The main vehicular access for the school is to be taken from Shootersway. A similar area of land (i.e. 4.4 ha) must be made available. The location of school buildings would be on land adjoining Coppins Close. Careful siting and design of buildings is required to minimise the impact on adjacent residential properties, The Plantation, and surrounding countryside. Any development must ensure that there is satisfactory provision made for the setting down and collection of pupils by passenger and private transport including the preparation and submission of a school transport plan.</b></p> <p><b>New leisure space of a minimum 3.9 ha is required for pitches and informal amenity purposes. Dual use of school playing pitches is required.</b></p> <p><b>The site is considered to contain remnants of Grims Ditch, a prehistoric monument. A full assessment of the site's archaeological potential will therefore be required before development takes place, with implementation of measures to mitigate the impact of new development as necessary. These are likely to include the preservation of any remains in-situ.</b></p> <p><b>A development brief is required. The brief will need to resolve the extent and location of land uses, within the parameters set out above, particularly the amount of leisure land set aside for dual use, its management and that available for public open space. The brief must also take account of the need to investigate and provide for improvements to local road and pedestrian facilities, to consider the possibility of secondary access from</b></p>

Ridgeway, and to provide for future management of Cox Dell and The Plantation.

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*Site reference:* **C2**  
*Address:* **Cambrian Way, Hemel Hempstead**  
*Area (Ha)* **0.16**  
*Proposal:* **New youth centre**

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*Site reference:* **C3**  
*Address:* **Astley Cooper School, St Agnells Lane, Hemel Hempstead**  
*Area (Ha)* **0.16**  
*Proposal:* **New church and meeting rooms**

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*Site reference:* **C4**  
*Address:* **Highfield House, Jupiter Drive/Queensway, Hemel Hempstead**  
*Area (Ha)* **1.2**  
*Proposal:* **Social and community facility.**  
*Planning Requirements:* **Site capable of social and community reuse. Restoration and reuse of the building sought. Any use to respect the character of the listed building and its parkland setting. Additional enabling development may be acceptable subject to evidence of need. Such enabling development should be sympathetic to the building and its setting. Access from Jupiter Drive, but alternative access from Queensway may be considered. Alternative non-community uses may be acceptable provided it ensures the satisfactory restoration of Highfield House and respects its setting.**  
*Progress:* **Planning permission granted for private care facilities. The site is subject to informal development guidelines.**

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*Site reference:* **C5**  
*Address:* **West Herts Hospital, Hemel Hempstead**  
*Area (Ha)* **2.0**  
*Proposal:* **Expansion of hospital and associated staff accommodation**  
*Planning Requirements:* **Access arrangements to be considered in a development brief which has provision of a new link for Accident and Emergency vehicles from A414 to Hemel Hempstead hospital. A Green Travel plan for users of the site and the existing hospital to be prepared and implemented. Public footpaths to be retained and new link created between Turners Hill and Albion Hill. Hedgerows and trees generally to be retained and supplemented. Development brief required which will link the planning of the site with Proposals H40 and L8.**

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*Progress:* **P**  
**Since 1.4.01, a comprehensive outline scheme affecting this site and adjoining land for hospital related uses, housing, mixed commercial uses, open spaces and an access road has been submitted.**

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*Site reference:* **C6**  
*Address:* **Woodwells Cemetery, Hemel Hempstead**  
*Area (Ha):* **8.5**  
*Proposal:* **Land safeguarded for cemetery**

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#### **Two Waters and Apsley**

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*Site reference:* **TWA20**  
*Address:* **Land between Featherbed Lane and Two Waters Way**  
*Proposal:* **Small scale, single storey building and facility meeting a local community need arising from the enlargement of the Manor Estate (Proposals TWA6 and 7)**

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**See Schedule of Two Waters and Apsley Inset Proposal sites in Part 4 of the Plan for details.**

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**SECTION 9**  
**LEISURE AND TOURISM**



## POLICY 72 LAND FOR LEISURE

**High priority will be given to the provision of land for a wide range of leisure activities. Provision should enable the needs of all sections of the community to be met in appropriate locations.**

**Needs will be assessed on the basis of widely accepted standards of provision, adapted according to the character of the local area.**

**Appropriate locations are subject to the other policies of this plan, considered to be:**

- (a) within reasonable distance of the homes of the likely participants;**
- (b) where the pattern of movement generated can be accommodated satisfactorily on adjoining highways; and**
- (c) where the impact of the land use on the environment and local amenity is kept to a satisfactory minimum. Judgement about this impact will have regard to the guidance on intensity of leisure uses set out in the background to this policy.**

**Specific sites affected are listed in the Schedule of Leisure and Tourism Proposal Sites.**

### Reasons

- 72.1 Leisure is a major land user and demand for recreational and sports facilities is growing and diversifying. Access to leisure facilities is an important requirement of the community. Provision may be close to homes (e.g. for children's play space) or a significant drive away (e.g. for minority countryside sports activities like war games which can cause nuisance and disturbance), depending upon the nature of the activity and suitability of land available.

### *Background*

- 72.2 *Planning Policy Guidance Note 17: 'Planning for Open Space, Sport and Recreation' recognises that open space, sport and recreation underpin people's quality of life. The Plan's policies cover provision of a range of accessible open space, sport and recreation facilities. A new assessment of existing and future needs, and an audit of existing open space, sport and recreation facilities will be undertaken before the next review of the Plan.*
- 72.3 *Advice on leisure provision and need from bodies such as Sport England, the Arts Council and their regional elements, will be taken into account by the Borough Council.*

72.4

General guidance on the intensity of leisure activity and suitable locations for leisure development is set out below. Criteria establishing the intensity of activities are:

**Intensity of Activity**

	<b>High</b>	<b>Medium</b>	<b>Low</b>
Building Cover Index (1)	5-100%	2 - 5%	under 2%
Car Parking Index (2)	50-100%	10 - 50%	under 10%
User Index (3)	Over 800	50 - 800	under 50

- (1) Building area as a percentage of site area
- (2) Car parking area as a percentage of site area
- (3) Number of people per hectare per average day.

Examples of activities in each category and where they may be located are summarised below:

<b>Intensity</b>	<b>Activity</b>	<b>General Location</b>
High	Hotel; theatre; cinema; bowling alley; skating rink; (indoor) sports centre	Town centres with good accessibility
Medium	Meeting halls; neighbourhood sports facilities; outdoor entertainment; golf; flying; motor sports; "combat games"; camping	In towns outside town centres. River valleys between towns within visually damaged or unfarmable areas with good accessibility to the urban fringe - but not where open, exposed, vulnerable to urban influences or threatened by coalescence, or sensitive wildlife habitats or sites of scientific or archaeological significance.
Low	Walking; picnicking; other casual outdoor activities requiring little adaptation of the land and which are not disruptive	River valleys between towns. Exceptionally in open countryside, where confined to scenic drives, footpaths and bridleways, supplemented by small car parks and picnic sites at viewpoints and key access points.

Based on County Structure Plan (1991)

## **POLICY 73 PROVISION AND DISTRIBUTION OF LEISURE SPACE IN TOWNS AND LARGE VILLAGES**

**In the towns and large villages, the provision of leisure space (i.e. public and private playing space including playgrounds) will be sought to the following standard:**

- (a) to a minimum of 2.8 hectares per 1,000 population; and**
- (b) so distributed that all residential areas are within reasonable walking distance of facilities of a type which reflect the needs of the local population in terms of sports and/or play. Reasonable walking distance will be taken as meaning 400 metres by footpath without intervening barriers such as busy main roads, railway lines and industrial areas.**

**See Appendix 6 for further details of the standard.**

**Land allocated for new leisure space is listed in the Schedule of Leisure and Tourism Proposal Sites.**

### Reasons

- 73.1 The main settlements need a reasonable amount of leisure space for residents to enjoy sport, play and informal outdoor activities. More space must be provided if acceptable minimum standards are to be met in the future. Apart from Hemel Hempstead, all towns and large villages have deficiencies when judged against the minimum standard of 2.8 hectares per 1,000 population used by the Council. This is based on the widely accepted National Playing Fields Association standard of 2.4 hectares per 1,000 population, plus 0.4 hectares per 1,000 population for informal parks and ornamental gardens.

### *Background*

- 73.2 *Planning Policy Guidance Note 17: 'Planning for Open Space, Sport and Recreation', expects local authorities to develop their own standards based on local needs. The Council has adopted the NPFA standard as recommended in the Playing Pitch Strategy published by the former Sports Council (now Sport England), the NPFA and the Central Council for Physical Recreation in 1991. The Council has also undertaken a detailed assessment of playing pitch requirements using the demand assessment methodology recommended. This supports the continued application of the standards set out in the policy and also gives some additional guidance as to sport and area specific needs. A Catchment Area Study has also been undertaken to identify areas with a leisure space deficiency.*
- 73.3 *The Council has also adopted the NPFA Standards for children's play facilities for LAP's, LEAP's and NEAP's (see Appendix 6 of the Plan for further details).*



## **POLICY 74 PROVISION OF LEISURE SPACE IN OTHER VILLAGES**

**In the villages existing leisure space will be retained. New leisure space will be created only where identified needs and opportunities arise.**

### Reasons

- 74.1 The small villages generally have sufficient leisure space for team games and children's play, complemented by opportunities for informal recreation in the surrounding countryside. Because of the size of the settlements accessibility is less of a consideration than in towns and large villages. Village appraisals and Local Agenda 21 initiatives may identify community needs for informal open space.
- 

## **POLICY 75 RETENTION OF LEISURE SPACE**

**Building on leisure spaces will not be permitted unless:**

- (a) the proposal is ancillary to the leisure use of the land;**
- (b) a sufficient proportion of the site with appropriate facilities is retained in open use to meet the formal and informal leisure needs of the local population (see Policy 73 (b));**
- (c) there is a demonstrable surplus of sports pitches and informal leisure space;**
- (d) leisure space lost is replaced to an equivalent or better standard in an accessible alternative location; or**
- (e) there is an overall benefit to sport as a result.**

**In all cases the amenity, landscape and nature conservation aspects of the site will be taken into account.**

### Reasons

- 75.1 Given current levels of provision, Dacorum cannot afford to lose existing leisure space. However, participation in formal sports generally involves a preparedness and ability to travel, so relocation of outdoor facilities to an alternative location can be acceptable. The replacement leisure space should be of an equivalent quality, i.e. able to accommodate a similar number of matches to the same competitive standard as those lost, and be provided in advance of the development so that there is no disruption to fixtures.

- 75.2 Leisure space is valuable for local informal recreation and some land should be retained for this purpose where there is a residential population.

*Background*

- 75.3 *Formal leisure space comprises public and private playing fields (sports pitches). Informal leisure space comprises parks and other leisure space without formal pitches. Formal leisure space also serves informal needs to some extent.*

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**POLICY 76 LEISURE SPACE IN NEW RESIDENTIAL DEVELOPMENTS**

**Permission will not be granted for residential developments of over 25 dwellings or 1 hectare in area unless public leisure space is provided.**

**The space provided should:**

- (a) meet a standard of at least 1.2 hectares (3 acres) per 1,000 population, or 5% of the development area, whichever is greater;**
- (b) be usable, well located and purposefully designed, incorporating landscaping, play equipment and other features as necessary. In assessing the appropriate amount, type and location of facilities, account will be taken of the existing leisure space in the vicinity and the NPFA standards for children's play space.**

**New leisure spaces should either be offered for adoption by the local authority with an appropriate commuted sum to cover maintenance, or be the subject of covenanted, long term, community management arrangements.**

**Major developments may also be required to contribute to other recreational needs of the development such as off-site provision of sports pitches or the enhancement of existing parks or playing fields.**

**See Appendix 6 of the Plan**

**Reasons**

- 76.1 New residential developments should be designed to meet the needs they generate for leisure space. In the case of sheltered housing for the elderly, a reduced level of provision would be acceptable provided a sitting out area is included.

## **POLICY 77 ALLOTMENTS**

**Permission will not be given for development which would result in the loss of allotment land unless it can be demonstrated that:**

- (a) there is excess provision in the settlement as a whole compared with the Thorpe Committee standard of 0.2 hectares per 1,000 population; and**
- (b) more than half of the plots affected have been vacant for at least two years, in spite of convincing efforts made to let them.**

**Land which becomes surplus to allotments' requirements must be retained in open use if:**

- (i) it forms part of the structural open land in a town or large village (Policy 116);**
- (ii) it is essential to the rural character of a small village; or**
- (iii) it would satisfactorily meet a leisure space deficiency (see Policy 73).**

**Conversion to leisure space, community orchards or woodland and wildlife habitat creation will be encouraged where appropriate.**

**The establishment of new allotment sites will be encouraged where there is excess demand or a shortfall of allotment provision.**

### Reasons

- 77.1 Allotments have an important role in encouraging the growing of local food by local people, which has important environmental benefits. Although demand for allotments fluctuates, a basic minimum of provision should be retained. The contribution of allotments to general open land provision in urban areas is often important, and they can provide local ecological value, particularly for reptiles.

### *Background*

- 77.2 *In response to the House of Commons Environment, Transport and Regional Affairs Committee report 'The Future of Allotments' in June 1998, the Local Government Association has produced best practice guidelines for allotments entitled 'Growing for the Community' (2001). Revised Planning Policy Guidance Note 17: 'Planning for Open Space, Sport and Recreation' includes allotments in the open space typology.*

## **POLICY 78 GOLF COURSES**

**New golf courses will normally be encouraged to locate in areas of visually damaged, derelict or unfarmable land where development would improve the environment and create more valuable wildlife habitats.**

**New golf courses will not be permitted where they would adversely affect the Chilterns Area of Outstanding Natural Beauty (Policy 97), Landscape Regions (Policy 98), sites of importance to nature conservation (Policy 102), historic parks and gardens (Policy 114) and areas of important archaeological remains (Policy 118), or take high quality agricultural land (Policy 108).**

**Sites should have good access to the primary road network and must not require road improvements which would be harmful to the rural environment.**

**Every course must be sensitively designed in relation to the landscape, natural environment and archaeological features. Proposals involving significant alterations to levels, either by the extraction or importation of large quantities of material, will not be permitted. Clubhouses, other buildings and associated car parking must be ancillary to the golfing use of the site, and well screened and landscaped, with any intrusion from lighting kept to a minimum. A landscape and ecological management plan will be required to ensure the protection, enhancement and management of the course environment and to minimise water consumption.**

**An environmental impact assessment will be required for all 18 hole golf courses.**

### Reasons

- 78.1 The Borough has a minor shortfall of 0.5 18 hole courses under the revised standards for the provision of golf courses published in "The Future For Golf" by the former Eastern Council for Sport and Recreation (April 1991). There is a shortfall in the region as a whole and demand pressure from Greater London. New golf courses can be successfully accommodated into Dacorum's countryside if ancillary building is carefully controlled, if the development is well planned and designed, and if the right location is chosen. Where the main aim is to preserve natural beauty or special ecological value, for example, the change and disturbance resulting from a new course is likely to be unacceptable. Some land can be taken out of agricultural use in the context of surplus food production, although it is essential to retain the best quality agricultural land as an important resource in the longer term, due to the difficulty of restoring it to its original state.

## **POLICY 79 FOOTPATH NETWORK**

The public footpath network will be protected, improved and promoted through joint action with the highway authority, the Countryside Management Service (see Policy 96), other organisations and private landowners. Improvement of the footpath network could involve diversion and/or closure of limited stretches of path which are no longer needed: however in either case, the change should not inconvenience walkers or adversely affect residential amenities. Appropriate efforts will be made to reduce the amount of road walking necessary to link adjoining paths, and improve access to the countryside for the mobility impaired.

Particular attention will be given to the creation and signing of circular walks including links with the Grand Union Canal towpath, town to country routes, permissive links, interpretative facilities, and to accessibility by passenger transport. The potential for improvement of links to the Ridgeway long distance path will be explored.

Diversion of public footpaths as a result of development proposals will only be supported if the environmental character of the paths is maintained, walkers are not significantly inconvenienced and/or significant planning advantages accrue.

### Reasons

- 79.1 Walking is one of the most popular leisure activities but there is still considerable potential to improve and promote countryside access.
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## **POLICY 80 BRIDLEWAY NETWORK**

The network of public bridleways will be protected, improved and promoted through joint action with the highway authority, the Countryside Management Service (see Policy 96), other organisations and private landowners. Improvement of the bridleway network could involve diversion and/or closure of limited stretches of path which are no longer needed: however in either case, the change should not inconvenience walkers or adversely affect residential amenities. Appropriate efforts will be made to reduce the amount of road walking and riding necessary to link adjoining bridleways.

Particular attention will be given to the need to establish attractive bridleway routes independent from footpath links and well located in relation to riding establishments. Where practical, measures to reduce conflict between different users will be taken. Diversion of public bridleways as a result of development proposals will not be supported unless the environmental character of the route is maintained, riders and walkers are not significantly inconvenienced and/or significant planning advantages accrue.

## Reasons

- 80.1 Bridleways can be used by walkers, cyclists and horse riders, but in some areas (e.g. Bovingdon and Flamstead) horses can make surfaces difficult for other users. Problems can be reduced by careful routing, segregation or surfacing and drainage improvements.

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### **POLICY 81 EQUESTRIAN ACTIVITIES**

**New commercial equestrian facilities will not be permitted in the Green Belt unless they can be accommodated in existing buildings and there is no adverse impact on the openness of the Green Belt.**

**Small scale facilities will normally be permitted in the Green Belt and Rural Area, provided they meet the following criteria:**

- (a) equestrian facilities should be well located in relation to existing and proposed rights of way for equestrians;**
- (b) equestrian facilities should be carefully integrated into the rural landscape by siting adjacent to existing buildings or features such as trees, woodlands or hedgerows;**
- (c) any new buildings should be compatible in scale and design with the countryside setting and ancillary to the overall equestrian use;**
- (d) the scale of activity should respect the countryside setting and quality of the surrounding area;**
- (e) opportunities to extend or add links to the bridleway network and improve riders' safety should be taken;**
- (f) careful attention should be paid to the design, maintenance and management of jumps and other equipment (including the desirability of removing these items when they are not in use); and**
- (g) availability of sufficient grazing in relation to the number of loose boxes and stable units.**

**Proposals should not result in subdivision of fields into small paddocks with stables and fencing in each area.**

## Reasons

- 81.1 Horse riding is a popular activity and includes racing, jumping, dressage, cross-country and simply riding along bridleways. It is important to recognise that equestrian facilities can provide opportunities for employment and alternative land use, thus contributing to the rural economy. Riding may be associated with small buildings or large built complexes and low or high degrees of intensity of use. In addition, Planning Policy Guidance Note 7: The Countryside - Environmental Quality and Economic and Social Development generally encourages redundant buildings worthy of retention to be reused for this purpose. The impact on the countryside can therefore vary.
- 81.2 Large scale facilities, such as a racecourse or major show jumping arena, would not fit in with the countryside and Green Belt in Dacorum. However, small scale facilities (e.g. riding stables or livery and associated paddocking) may be appropriate. Even these facilities are often characterised by overgrazed land, rough shelters, visually intrusive jumps and general untidiness, which have an adverse effect on the countryside. Floodlighting of maneges can be intrusive or have a damaging impact on sensitive habitats. Road safety problems can occur in particular places. Careful location and sensitive design and landscaping of new provision are therefore essential. In particular only low intensity outdoor use is considered compatible with the high quality landscape of the Chilterns.

## Background

- 81.3 *PPG7 contains an Annex specifically relating to Development Involving Horses (Annex F). The criteria for judging equestrian facilities reflect the content of paragraph F2 in the Annex. Further advice is given in a booklet entitled "Horses in the Countryside" published by the Countryside Commission.*

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## **POLICY 82 NOISY COUNTRYSIDE SPORTS**

**The development of land for noisy countryside sport will not generally be accepted unless:**

- (a) the site occupies unused or damaged land outside the Chilterns Area of Outstanding Natural Beauty and the most sensitive parts of Landscape Regions (see Policy 98 and Supplementary Planning Guidance 'Landscape Character Assessment for Dacorum');**
- (b) there would be no disturbance (including any significant noise nuisance) to residential and similar sensitive areas;**
- (c) there would be no damage to areas of ecological value;**

**(d) the scale and nature of the activity respects the countryside setting and surrounding area; and**

**(e) the safety of adjoining users is not prejudiced.**

#### Reasons

- 82.1 The quiet enjoyment and quality of the countryside can be spoilt by noise and other disturbance from some sporting activities (especially those listed in the background). If opportunities are to be given to enthusiasts to pursue their particular sport, activity must be channelled to appropriate sites. In some cases these could be outside Dacorum.

#### *Background*

- 82.2 *"Noisy countryside sports" cover activities necessarily involving motor vehicles (including power boating and flying) or firearms (such as clay pigeon shooting and war games) which are normally located in the countryside. By their nature, "noisy countryside sports" are disruptive, although advances in technology (such as gas engines for power boats) can reduce their impact.*

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### **POLICY 83 RECREATION ALONG THE GRAND UNION CANAL**

**The Grand Union Canal and its environs will be protected and promoted as a recreational and environmental resource by joint action with British Waterways and other agencies. Environmental improvements and the development of low key, outdoor, canalside recreational facilities will be favourably considered provided there would be no adverse effect on the value of the canal for nature conservation.**

**The dry mile of the Grand Union Canal Wendover Arm will be safeguarded from development proposals which would prejudice its restoration to full cruising standards.**

#### Reasons

- 83.1 The Grand Union Canal is a major recreational resource running through the Borough. It has further potential for rural pursuits and water based activities, and therefore the Council supports the aims of the Wendover Arm Restoration Project which will extend the recreational opportunities associated with the canal network.



## *Background*

- 83.2 *The canalside environment and recreational and residential mooring developments are dealt with in Policies 106, 84 and 28.*
- 83.3 *The Council intends to consider the Canal's recreational potential and environmental enhancement further in co-operation with British Waterways. This work would not duplicate British Waterways' own feasibility study of the Wendover Arm. Projects to improve the canalside environment and leisure facilities are under way in a number of locations (e.g. Canal and Riverside Partnership (CARP) in Berkhamsted and proposals in the Two Waters and Apsley Inset).*

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### **POLICY 84 LOCATION OF RECREATIONAL MOORING BASINS AND LAY-BYS ON THE GRAND UNION CANAL**

**Appropriate, generally small scale, recreational mooring basins and lay-bys will be permitted in urban areas and in the Green Belt outside the Chilterns Area of Outstanding Natural Beauty, subject to the following criteria.**

**Proposals must:**

- (a) integrate successfully with the surrounding landscape or townscape (see Policies 98 and 106);**
- (b) be served by an adequate road access, not just for users of the facility but also for the removal of excavated material;**
- (c) cause no adverse effect on the nature conservation value of the canal and nearby land (see Policy 83);**
- (d) not result in the proliferation of basins and/or lay-bys where this would cause:**
  - (i) the overloading of the local road system and consequent inconvenience and danger on it; or**
  - (ii) damage to the landscape and/or countryside; or**
  - (ii) loss of character of the Grand Union Canal as an important historic and visual feature and as a source of tranquillity in the urban and rural scene.**
- (e) make a positive contribution to the canalside environment (Policy 106).**

**In addition, and where appropriate, proposals should:**

- (i) offer advantages in canal management and use, such as relocation of boats from towpath moorings; and
- (ii) incorporate low-key informal recreation facilities (see Policy 106).

**Proposals in the Chilterns Area of Outstanding Natural Beauty will be judged according to the same criteria, and against the need to conserve the natural beauty of the landscape (see Policy 97).**

**Details will be required of the volume of material to be excavated, the method of disposal, and the formation of the new canal bank. If possible removal of excavated material should be by canal.**

**Car parking requirements will be related to the number of boats and the accessibility of the site by passenger transport using one space per three boats as a guideline.**

#### Reasons

- 84.1 The Grand Union Canal South has more private boats than any other waterway in the south east region. It is British Waterways Southern Region's current policy not to increase the number of moored boats on the towpath, but to provide additional off-navigation moorings with a range of boating services including sanitary stations and fuel and water points to meet recreational demand. Recreational mooring basin developments in Dacorum should be small scale in rural locations and cause no material harm to the landscape. Such recreational developments could be open to other recreational uses appropriate to the Green Belt. Locations should be close to existing services to minimise the need for new buildings. The canal forms an important part of the landscape in the Chiltern Area of Outstanding Natural Beauty and the conservation of its natural beauty will be a particularly important matter in the consideration of any proposal. Larger developments may include a residential security mooring and are more likely to be appropriate in urban settings.

#### *Background*

- 84.2 *There are 17 miles of the Grand Union Canal in Dacorum, including two miles of the Aylesbury Arm and one mile of the Wendover Arm. Within this section are 32 locks. The main canal and the Wendover Arm are in the Metropolitan Green Belt and a quarter (4.25 miles) of the overall length is in the Chilterns Area of Outstanding Natural Beauty. The Aylesbury Arm is in the Rural Area beyond the Green Belt and may be too narrow to accommodate any additional facilities apart perhaps from lay-bys. For topographical reasons, the 2.5 miles section of the Tring Cutting from Bulbourne to Newground Bridge may also present difficulties for development.*

84.3 *Facilities in Dacorum include a marina at Cow Roast with more than 100 berths, wet dock and chandlery, a boatyard at Winkwell (where six residential moorings have been approved), and other minor facilities such as sanitary stations/water points. A new mooring basin with 65 berths (including some residential moorings) has been provided at Apsley as part of Proposal TWA2.*

84.4 *Outside the Borough the nearest major marinas are Harefield, Hillingdon (over 230 berths) to the south and Milton Keynes (100 berths) to the north. A potential marina site in the vicinity of Rickmansworth is at an early stage of consideration.*

84.5 *Glossary of Terms*

1. *Mooring Basin*

*Off-line mooring with level of facilities dependent on location and number of boats. Basic facilities need only include a sanitary station/pump-out, drinking water tap and refuse disposal. Larger basins may also offer commercial facilities. These could include a small ancillary office, boat sales, boat repair and maintenance workshop, dry or wet dock, fuel sales, chandlery, launderette etc.*

2. *Lay-by*

*An on-line mooring where the canal is widened. Boats are moored either at right angles or at a slight angle to the line of the canal. The provision of facilities is similar to mooring basins, and it usually accommodates 20-30 boats.*

3. *Linear Mooring*

*Moorings located against the canal bank, preferably on the off-side (non-towpath). Level of facilities comparable with mooring basins and dependent on location and number of boats.*

*In all types of mooring, it may be possible for residential boats to share facilities provided for cruising boats.*

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## **POLICY 85 MAJOR INDOOR LEISURE FACILITIES**

**Proposals for major new indoor leisure facilities will be directed to Hemel Hempstead. Sites within the town centre will be preferred, followed by sites at the edge of the town centre and by other sites with very good passenger transport access. Permission will not be given for any site unless the following criteria are satisfactorily met:**

- (a) **the transport impact is carefully controlled and managed (see Policies 51 and 58);**
- (b) **the effect on the amenity and character of residential areas is minimised;**
- (c) **housing land is maintained (Policy 15); and**
- (d) **structural open land is retained.**

#### Reasons

- 85.1 Commercial leisure facilities have increased in scale to include a range of uses such as multiplex cinemas, indoor bowling alleys and night clubs. These are capable of attracting large numbers of people from a wide catchment area. New types of development are evolving to accommodate changing trends and fashions. Hemel Hempstead already has a large multiplex development at Leisureworld, Jarmans Park, but it is important to establish the locational criteria against which new types of development will be assessed.
- 85.2 Such large scale developments are not appropriate in Berkhamsted, Tring or the other areas of limited development opportunity or development restraint in the development strategy.

### **POLICY 86 INDOOR SPORTS FACILITIES IN TOWNS**

**Proposals for new indoor sports facilities which add to the variety of provision in Dacorum will be encouraged if located in the towns.**

**Development of such facilities on land currently in use as leisure space may be permitted, provided the outdoor facilities are replaced (on site or relocated), and a sufficient proportion of the leisure space is retained to meet local amenity requirements (see also Policies 72 and 75).**

#### Reasons

- 86.1 Currently Berkhamsted and Tring have sufficient indoor sports facilities in terms of Sport England standards. Sports centre requirements in Hemel Hempstead are also met but provision of indoor tennis facilities would be desirable. There is also scope for further provision of local/neighbourhood sports facilities through dual use provision on school sites (see Policy 88). Development on existing leisure space, however, must be carefully controlled to balance the need for sports facilities against more general recreational use of open space and the environmental value of open land.

This applies particularly in the case of school dual use developments, where playing fields can perform both an environmental and sports/recreational role. Dacorum Borough Council is supporting strategically located and comprehensively planned dual use sports developments on suitable school site, (i.e. those with sufficient space and good accessibility). However a proliferation of such developments should be avoided as this would result in unnecessary pressure for loss of urban open land.

#### *Background*

- 86.2 *Sites identified as most suitable for development of significant neighbourhood dual use provision are Astley Cooper, Longdean, Cavendish and Hemel Hempstead Schools in Hemel Hempstead, and Tring School.*

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### **POLICY 87 INDOOR LEISURE FACILITIES SERVING LARGE VILLAGES AND SETTLEMENTS IN THE GREEN BELT AND IN THE RURAL AREA**

**Indoor leisure facilities to serve large villages and settlements in the Green Belt and the Rural Area will only be permitted on a small scale to meet essential needs of the local population.**

**Where facilities are required to serve these settlements they must be located within the confines of the settlement, or on an existing leisure space adjoining or near to the settlement, providing the outdoor facilities are replaced and a sufficient proportion of the leisure space is retained to meet any local amenity requirements.**

#### Reasons

- 87.1 Large scale provision would be visually and environmentally inappropriate in villages and countryside locations, and access is generally poor. However essential small scale facilities should normally be available for local use provided they do not damage the countryside. There are transport and community development advantages in allowing for local provision in the smaller settlements.

#### *Background*

- 87.2 *The former Eastern Council for Sport and Recreation, whose programmes have been embraced by Sport England, identified rural catchment areas where certain small scale sports facilities could usefully be provided. One such area includes Markyate and Flamstead. In these studies, as far as general/major facilities go, Bovingdon and Kings Langley are regarded as being within the urban catchment areas of Hemel Hempstead and Watford. However, more recently the Council has adopted a strategy of developing local, dual use, community sports facilities within schools in order to meet some needs locally. This minimises the need for travel, but also limits the*

*environmental impact of new leisure development in the villages and rural areas. This approach is being taken in Kings Langley.*

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## **POLICY 88 ARTS, CULTURAL AND ENTERTAINMENT FACILITIES**

**Planning permission will not be granted for development which would result in the loss of viable arts, cultural or entertainment facilities unless satisfactory alternative provision is made.**

**Proposals for additional facilities, including as part of an acceptable mixed use scheme, will be encouraged. Schemes will be particularly appropriate in town centres and local centres.**

### Reasons

- 88.1 Arts and entertainment facilities are an essential ingredient of local life. Financing such facilities is always difficult. It is important that unreasonable development pressure does not threaten their existence, and that any opportunities for provision in new development are taken.
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## **POLICY 89 DUAL USE AND JOINT PROVISION OF LEISURE FACILITIES**

**The dual use of existing indoor and outdoor leisure facilities and the joint provision of new facilities are encouraged, particularly where there is a local shortage or where a new activity could be opened to wider participation.**

### Reasons

- 89.1 Dual use and joint provision can improve local access to leisure facilities.

### *Background*

- 89.2 *Dual use is the sharing of facilities by groups for whom they were not originally intended. The term is normally associated with the use of school facilities, but could be equally applicable to community use of private facilities, for example where reductions in the workforce render a firm's social facilities less viable. It is a means of getting full value for the community from existing facilities which are underused at certain times.*
- 89.3 *Joint provision of facilities occurs when two or more agencies contribute to the capital cost of providing a facility, and subsequently share its use and associated revenue costs.*
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## **POLICY 90 TOURISM**

**Tourism is encouraged by:**

- (a) policies in the Plan relating to the maintenance of economic prosperity, the development of heritage facilities and the protection of the environment, in particular the countryside;**
- (b) provision of leisure facilities (Policies 72-89); and**
- (c) providing visitor accommodation (Policies 91-93, 95 and 110): proposals for new hotels are given in the Schedule of Leisure and Tourism Proposal Sites.**

**Facilities providing information and interpretation of Dacorum's heritage will be permitted in appropriate locations subject to the Development Strategy (Policies 2-8) and the requirements of Policy 11. Reuse of rural buildings for such visitor facilities (Policy 110) will, in principle, be encouraged. Tourist facilities should be accessible by a number of transport methods.**

### **Reasons**

- 90.1 Tourism is an important sector of the local economy, and the Council, in association with other Hertfordshire authorities, is seeking to broaden the area's appeal to attract the casual visitor in addition to the business visitor. An adequate range of visitor accommodation needs to be provided. Business visitors can often be accommodated in hotels in towns, close to the main employment areas, or adjoining major transport routes, but other visitors may seek greater choice in terms of cost and location.
- 90.2 The countryside is a major asset, and visitor demands must, therefore, be channelled in appropriate ways to maintain the attractiveness of the countryside.

### **Background**

- 90.3 *The Council published a Tourism Strategy for the Borough in April 1999 and works with a consortium of other local authorities on marketing initiatives.*

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## **POLICY 91 HOTELS AND GUEST HOUSES IN TOWNS AND LARGE VILLAGES**

**Proposals for development and upgrading of hotel and guest house accommodation in towns and large villages through new building, extensions to existing facilities or change of use of non-residential buildings will be encouraged subject to environmental, design, traffic and parking considerations.**

**The scale of hotel and guest house development (and associated activity) must be compatible with its surroundings. As a general guide, large hotels will be appropriate in, or next to town centres and, where acceptable under employment policies, in general employment areas. Small hotels and guest houses will normally be acceptable in residential areas of towns and in large villages.**

#### Reasons

- 91.1 Dacorum is generally deficient in hotel accommodation. In particular Hemel Hempstead, with its major employment area on Maylands Avenue, generates a considerable amount of business tourism, but lacks the capacity to accommodate such visitors. New accommodation should fit into its surroundings.

#### Background

- 91.2 *The plan contains the following hotel development opportunities:*

- *Maylands Avenue General Employment Area*
- *Proposal E4: North East Hemel Hempstead*
- *Proposal TWA7: Land at John Dickinsons*

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## **POLICY 92 HOTELS AND GUEST HOUSES IN THE GREEN BELT AND THE RURAL AREA**

**In the Green Belt, permission will not be given for new buildings to provide hotel and guest house accommodation. In the Rural Area however there may be limited opportunities for new development but these will normally be small scale in order to be compatible with the countryside setting.**

**Reuse of existing large residential buildings standing in extensive grounds (Policies 4 and 7), and of existing rural buildings (Policy 110) to provide visitor accommodation is acceptable. Conversion of listed buildings to hotel use may be acceptable provided it secures the retention of the building and does not materially alter its character, appearance and historic features (Policy 119).**

**Proposals to extend existing hotels and guest houses will not normally be permitted in the Green Belt, but elsewhere in the countryside such extensions will be permitted if:**

- (a) the design and scale is appropriate in relation to the existing building and the countryside setting; and**
- (b) the additional traffic generated is capable of being accommodated satisfactorily on the existing local road network.**



## Reasons

- 92.1 Hotels and guest houses are best located in the main towns of the Borough, where other requirements, such as entertainment and business services, can be satisfied. The impact of tourist accommodation on the rural environment needs to be carefully controlled, but the reuse of existing buildings and well-designed extensions to existing facilities can increase the amount of accommodation provided and benefit the rural economy with little effect on the open countryside. Hotels and guest houses are not normally appropriate Green Belt uses, but there may be circumstances such as the protection of a listed building where a new use and/or a well-designed extension could be justified.

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## **POLICY 93 BED AND BREAKFAST ACCOMMODATION**

**The use of housing for bed and breakfast accommodation will be permitted provided:**

- (a) the use remains ancillary to residential occupancy;**
- (b) the level of activity is reasonable in relation to adjoining residential uses;**
- (c) adequate off-street parking is available; and**
- (d) any advertising at the property is confined to official Tourist Board signs or small removable notices in the window.**

## Reasons

- 93.1 The Borough lacks sufficient bed and breakfast accommodation, yet as the attractions of the area are marketed, it is anticipated that the demand for such accommodation will grow. Accommodation will be provided mainly in residential areas or farmhouses, and it is essential that it is relatively unobtrusive.

## *Background*

- 93.2 *The regular use of even one or two rooms of a house for bed and breakfast purposes may require planning permission. The Council must decide in each case whether there would be a material change in the use of the house. Factors such as intended usage, the number of rooms set aside and the size of the house would be taken into account.*

## **POLICY 94 EXTENSIONS TO PUBLIC HOUSES AND RESTAURANTS IN THE GREEN BELT AND THE RURAL AREA**

**In the Rural Area small-scale extensions or annexes to existing public houses and restaurants may be permitted subject to amenity, access, design and other environmental considerations. In particular major reductions of outdoor amenity areas and car parking areas should be avoided. In the Green Belt such extensions or annexes will not normally be permitted.**

### Reasons

- 94.1 Countryside public houses and restaurants benefit the local economy and are an attractive feature for visitors. However the countryside environment needs to be protected, and in the Green Belt in particular there is a strong policy of restraint on development.

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## **POLICY 95 CAMPING AND CARAVANNING**

**Existing touring camping and caravanning sites, including caravan storage, will be encouraged to remain. Sites in urban areas will be safeguarded against alternative development unless a replacement facility is provided, or the planning authority is satisfied that the facility is no longer required.**

**New sites for touring caravans and/or tents will be acceptable if they are of an appropriate scale, unobtrusively located, effectively landscaped and easily accessible from a primary road. Reuse of existing buildings is preferred where possible. Appropriately sited, small-scale ancillary buildings will be acceptable in the Green Belt.**

### Reasons

- 95.1 Current provision consists of one touring caravan site (60 pitches), three certificated locations (for 5 caravans or tents each) and one storage site. If tourism is to be developed, existing facilities should be retained and new provision encouraged.

## **SCHEDULE OF LEISURE AND TOURISM PROPOSAL SITES**

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<i>Site reference:</i>	<b>L1</b>
<i>Address:</i>	<b>Shootersway, Berkhamsted</b>
<i>Area (Ha):</i>	<b>8.3</b>
<i>Proposal:</i>	<b>School with dual use playing fields and new informal leisure space.</b>
<i>Planning Requirements:</i>	<p><b>A comprehensive planning framework is needed to link the three main land uses proposed in this area: i.e. housing (Proposal H37 in the Schedule of Housing Proposal Sites); school with playing fields (Proposal C1) and new leisure space (Proposal L1 in the Schedule of Leisure and Tourism Proposal Sites).</b></p> <p><b>The impact of development on the surrounding countryside, cross valley views and the skyline should be minimised. Trees and landscaping must be retained and supplemented. Landscaping must reinforce boundaries of new, long term Green Belt boundaries and provide for a soft edge to the town.</b></p> <p><b>The main vehicular access for the school is to be taken from Shootersway. A similar area of land (i.e. 4.4 ha) must be made available. The location of school buildings would be on land adjoining Coppins Close. Careful siting and design of buildings is required to minimise the impact on adjacent residential properties, The Plantation, and surrounding countryside. Any development must ensure that there is satisfactory provision made for the setting down and collection of pupils by passenger and private transport, including the preparation and submission of a school transport plan. New leisure space of a minimum 3.9 ha is required for pitches and informal amenity purposes. Dual use of school playing pitches is required.</b></p> <p><b>The site is considered to contain remnants of Grims Ditch a prehistoric monument. A full assessment of the site's archaeological potential will therefore be required before development takes place, with implementation of measures to mitigate the impact of new development as necessary. These are likely to include the preservation of any remains in situ. A development brief is required. The brief will need to resolve the extent and location of land uses, within the parameters set out above, particularly the amount of leisure land set aside for dual use, its management and that available for public open space. The brief must also take account of the need to investigate and provide for improvements to local road and pedestrian facilities, to consider the possibility of secondary access from Ridgeway, and to provide for future management of Cox Dell and The Plantation.</b></p>

*Progress:* **Planning permission has been granted for an extension to the school.**

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*Site reference:* **L2**  
*Address:* **Bunkers Lane, Hemel Hempstead**  
*Area (Ha):* **48.0**  
*Proposal:* **New leisure space to compensate for the loss of Jarman Fields and the future loss of playing fields in Maylands General Employment Area.**

*Planning Requirements:* **Mix of formal leisure space (public and private sports pitches) and land for informal outdoor activities required. Formal leisure space at Bedmond Road end of site. Built development to be small-scale and strictly limited to that which is ancillary to the leisure space. Indoor sports, floodlighting and spectator facilities will not be appropriate. Any buildings and car parking to be separated from adjacent residential properties by an effective landscape screen and well screened from adjacent open areas. Informal areas to be managed for nature conservation purposes. Existing trees and hedgerows to be retained and enhanced, and further planting (including woodland) to be carried out as appropriate. Existing bridleway to be retained and additional footpaths provided.**

*Progress:* **Scheme part implemented at April 2003. Provision to compensate for loss of remaining sports pitches in employment area still to be made.**

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*Site reference:* **L3**  
*Address:* **Dundale, Tring**  
*Area (Ha):* **3.2**  
*Proposal:* **New ecological park/nature reserve**  
*Planning Requirements:* **Provision of a public ecological park based on the lake and stream and surrounding woodland and shrub area between Lakeside and Grenadine Way; the park to be laid out and managed in accordance with a design and management strategy to be agreed by the Council.**

**Future development and management must respect and protect the site's value and status as a Wildlife Site.**

**Implementation of the strategy to be achieved as part of the development of H27.**

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*Site reference:* **L4**  
*Address:* **Miswell Lane, Tring**  
*Area (Ha):* **1.5**  
*Proposal:* **Extension of existing leisure space. Land to be safeguarded from alternative development.**

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*Planning requirements:* **Trees and hedgerow on the eastern boundary of the site to be retained.**  
*Progress:* **Land is the subject of an application for Certificate of Appropriate Alternative Development and possible compulsory purchase.**

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*Site reference:* **L5**  
*Address:* **Grand Union Canal, Dry Section, Wendover Arm, Tring**  
*Proposal:* **Dry section of canal to be safeguarded against development incompatible with its restoration to full cruising standards.**

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*Site reference:* **L6**  
*Address:* **Buncefield Lane, Hemel Hempstead**  
*Area (Ha):* **1.8**  
*Proposal:* **Existing touring, camping and caravan site. Land to be safeguarded from alternative development unless a satisfactory alternative is available (see Policy 95).**

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*Site reference:* **L7**  
*Address:* **Woodwells Farm, Buncefield Lane, Hemel Hempstead**  
*Area (Ha):* **2.8**  
*Proposal:* **Existing caravan storage site. Land to be safeguarded from alternative development.**

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*Site reference:* **L8**  
*Address:* **Paradise Fields, Hemel Hempstead**  
*Area (Ha):* **4.53**  
*Proposal:* **New informal leisure space**  
*Planning Requirements:* **Provision of informal leisure space to be developed in conjunction with Housing Proposal H40 and provision of new link for Accident and Emergency vehicles from A414 to Hemel Hempstead Hospital. Site to be developed and managed to enhance the natural habitat and ecological quality of the area, which is designated as a Wildlife Site. Most significant areas of natural history value – both hedgerows and meadowland – should be retained. Hedgerows and trees to be retained and supplemented. Public footpaths to be retained and a new link created between Turners Hill and Albion Hill.**  
*Progress:* **P.**  
**Since 1.4.01, a comprehensive outline scheme affecting this site and adjoining land for hospital related uses, housing, mixed commercial uses, open space and an access road has been submitted.**

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*Site reference:* **L9**  
*Address:* **Land at North East Hemel Hempstead**  
*Area (Ha):* **1.3**  
*Proposal:* **New leisure space**  
*Planning Requirements:* **The leisure space is to be planned and implemented as a discrete area within Proposal H18 (see the Schedule of Housing Proposal Sites). 1.3 ha is to be regarded as a minimum.**

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*Site reference:* **L10**  
*Address:* **Hemel Hempstead Rugby Football Club, Pennine Way**  
*Area (Ha):* **2.0**  
*Proposal:* **Enhanced spectator and ancillary social and community facilities.**  
*Planning Requirements:* **Access and transport arrangements, including overspill car parking to be subject to a detailed management agreement.**

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*Site reference:* **L11**  
*Address:* **Kings Langley School, Love Lane**  
*Area (Ha):* **0.7**  
*Proposal:* **New dual use community and education sports facilities.**  
*Planning Requirements:* **Impact of additional built development and lighting on the Green Belt to be minimised by careful siting and screening of facilities.**

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#### **Two Waters and Apsley**

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*Site reference:* **TWA21**  
*Address:* **Land adjoining Featherbed Lane and A41, including the eastern part of Home Wood.**  
*Proposal:* **Provision of informal leisure space, retention and provision of pedestrian routes, retention of woodland and environmental improvements.**

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*Site reference:* **TWA22**  
*Address:* **Land between Featherbed Lane, Two Waters Road and A41, including the western part of Home Wood.**  
*Proposal:* **Retention of woodland and environmental improvements, allowing public access.**

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**See Schedule of Two Waters and Apsley Inset Proposal Sites in Part 4 of the Plan for more details.**

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**SECTION 10**  
**ENVIRONMENT**





## **POLICY 96 LANDSCAPE STRATEGY**

**An attractive landscape character is sought throughout the Borough and measures to preserve and improve the landscape will therefore be promoted, secured and encouraged.**

**The importance attached to measures for landscape preservation and/or improvement in the area will relate to the strategy and guidelines for managing change in the Supplementary Planning Guidance Landscape Character Assessment for Dacorum. Policy 97 sets out the main considerations relating to the Chilterns Area of Outstanding Natural Beauty. In all areas new development proposals will be expected to make a positive contribution to the landscape and bring forward specific improvements wherever needed.**

**Nature conservation interests should be protected and enhanced to maintain and improve local distinctiveness of the ecology of the area. Further advice is contained within Supplementary Planning Guidance: The Environmental Guidelines 'Landscape and Nature Conservation'.**

**Special regard will be paid to the effect of development proposals on views, vistas and skylines and visual impact on the countryside will be minimised. Proposals which are considered to be visually obtrusive will normally be refused.**

**The overall conservation, enhancement and enjoyment of Dacorum's landscape will be furthered by support for the work undertaken by Hertfordshire's Countryside Management Service, Biological Records Centre, the Herts and Middlesex Wildlife Trust and voluntary agencies and the Countryside Heritage Project. In addition appropriate partnerships will be fostered with landowners, local environment and countryside forums and other interested parties.**

**The following measures will be employed, where appropriate, to ensure the creation, protection and good management of sites of landscape value:**

- (a) Directions under Article 4 of the Town and Country Planning (General Permitted Development Order) 1995;**
- (b) voluntary management agreements, particularly linked to development proposals and the Hertfordshire Countryside Heritage Project;**
- (c) provision of appropriate financial assistance, advice and information on best practice to voluntary agencies and other bodies.**

**Sites affected by current Article 4 directions are listed in Appendix 9 and shown on the Proposals Maps.**

**Sites related to the former Bovington Airfield are the subject of Supplementary Planning Guidance.**

Reasons

- 96.1 The landscape in Dacorum varies in quality between the chalk grasslands and beech woods of the Chilterns and the “urban fringe” of settlement edges and transport corridors. Areas of high landscape value often overlap those of greatest nature conservation interest. In order to achieve and sustain a high quality throughout, measures and priorities for preservation and improvement need to be set. This policy provides a framework for the treatment of the Borough's landscape.
- 96.2 Planning Policy Guidance Note 7: ‘The Countryside - Environmental Quality and Economic and Social Development’ suggests countryside/landscape policy should be based on a formal assessment of the qualities of the countryside. The Countryside Commission and English Nature have identified natural areas as the basis for this. The County Council’s landscape strategy designates landscape regions which are similar in extent and refine natural areas at local level. The Landscape Character Assessment for Dacorum provides the basis for assessing the effects of development on Dacorum’s countryside.

*Background*

- 96.3 *The Landscape Character Assessment for Dacorum was commissioned by the Borough Council, Hertfordshire County Council and the Shadow Chilterns Conservation Board in 2002, and takes a systematic approach to assessing the Borough’s landscape.*
- 96.4 *The Countryside Management Service plays an important role in improving opportunities for informal countryside recreation, conserving wildlife habitats and creating new wildlife areas to replace those that have been lost, as well as raising awareness and understanding of the countryside by providing specialist assistance to farmers, landowners and amenity groups.*
- 96.5 *The Hertfordshire Biological Records Centre provided a countywide ecological database and advises on habitat quality and loss. It can also provide site by site advice on habitat management and the ecological impact of development proposals.*
- 96.6 *The Herts and Middlesex Wildlife Trust, with voluntary organisations and groups concerned with nature conservation issues, makes a valuable contribution to the management of the countryside in terms of advice, management and practical on-site works. It manages its own nature reserves and, in association with the Countryside Management Service and Biological Records Centre, operates a Wildlife Sites Project to provide specific help to owners and managers of designated Wildlife Sites.*

- 96.7 *The Hertfordshire Countryside Heritage Project seeks to identify and designate the most important heritage sites and to negotiate voluntary management agreements with landowners.*
- 96.8 *Countryside Stewardship is a nationally based grant scheme run by the Department for Environment, Food and Rural Affairs. It offers management agreements to enhance and conserve important English Landscapes, their wildlife habitats and history. These include waterside land, lowland heath, old meadows and pasture and chalk grassland. Agreements run for 10 years and are derived from a number of management measures and capital items, each with its own standard payments. Objectives and priorities are identified for each of the eligible landscapes.*
- 96.9 *Article 4 directions are used to bring specified categories of permitted development in the General Development Orders under planning control. This does mean that planning permission may be given over the course of time, and as a consequence some aspects of individual directions may be superseded.*
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## **POLICY 97 CHILTERNNS AREA OF OUTSTANDING NATURAL BEAUTY**

**In the Chilterns Area of Outstanding Natural Beauty the prime planning consideration will be the conservation of the beauty of the area; the economic and social well-being of the area and its communities will also be taken into account. Any development proposal which would seriously detract from this will be refused. Wherever development is permitted it will be on the basis of its satisfactory assimilation into the landscape.**

**Every effort will be made to discourage development and operations that would adversely affect the beauty of the area. Landowners are encouraged to adopt the following planning guidelines which will contribute to the preservation and enhancement of the area. The Council will adhere to the guidelines whenever considering planning applications:**

**(a) New Buildings and Other Development**

- **Development must not be intrusive in terms of noise, disturbance, light pollution, traffic generation and parking.**
- **Building, plant and structures must be sympathetically sited and designed, having regard to natural contours, landscape, planting and other buildings; there should be no adverse effect on skyline views.**
- **Colours and materials used for a development must fit in with the traditional character of the area.**

**(b) Open Air Recreation**

- Large urban-style parks and sports facilities are not acceptable.
- Extensive recreational facilities such as golf courses (see Policy 78) and country parks must be carefully integrated with the landscape, natural vegetation and natural ground contours.
- Intrusive fencing and illumination are not acceptable.
- Informal outdoor recreation allowing the quiet enjoyment of the countryside is encouraged, but careful attention will be paid to the provision of associated ancillary facilities such as car parks and toilets in order to minimise their impact on the local scene.

**(c) Mineral Extraction**

- No further chalk quarrying will be supported, with the exception of registered Interim Development Order (IDO) sites which have the benefit of consent from the County Council as mineral planning authority for the area.

Other mineral extraction may be supported if justified in the national interest, if there are no other reasonable sites and if the impact on the area is kept to a minimum.

**(d) Agriculture**

- The intensity of farming practices should not be detrimental to landscape quality and nature conservation interests.
- Activities requiring new building should be avoided if possible. Where new building is necessary, it should be sited unobtrusively and designed to maintain the character and quality of the countryside: siting close to, and integrated with, existing complexes of farm buildings is normally preferred.
- Land filling is not acceptable.
- Individual trees, copses and hedgerows should be retained and new planting carried out in appropriate locations (in co-operation with relevant agencies and groups) in order to enhance the landscape quality and nature conservation interests of the area (Policy 100).

**(e) Forestry and Landscaping**

- **The retention of existing, and planting of new woodlands on hill tops and ridges, other than on chalk downland or other grassland of nature conservation interest, is encouraged.**
- **The active management of woodlands is encouraged (Policy 101).**
- **Broad-leaved tree species which are native to the particular soil and location should be used in all planting and landscaping schemes.**
- **Conifers should only be used as a nurse crop in forestry.**

**(f) Nature Conservation**

- **High priority should be given to maintaining and enhancing the interests of nature conservation and, in particular, acknowledged sites of importance to nature conservation (Policy 102).**
- **Changes in land use or farming practices which would adversely affect the interests of nature conservation should not be pursued.**

**(g) Redundant Buildings**

- **Redundant buildings which are considered to be detrimental to the high landscape value of the area and are not suitable for appropriate reuse under Policy 110 should be removed.**

Reasons

- 97.1 The Chilterns are of national landscape importance, being designated by the Countryside Commission as an Area of Outstanding Natural Beauty (AONB) in 1964. The designation affords special status in the control of development and establishes the primary aim as the conservation of the scenic beauty of its countryside and settlements. AONB policy overlies policies controlling development in the Green Belt and the Rural Area, and thus further constrains the type of change and development that can be allowed.

*Background*

- 97.2 *Government guidance in Planning Policy Guidance Note 7: 'The Countryside - Environmental Quality and Economic and Social Development' states that the primary objective of conserving the natural*

*beauty of the landscape must be reflected in the development plan and in development control decisions. Consequently the environmental effects of development proposals are the major consideration, but the social and economic well-being of the AONB and the communities it supports must also be taken into account.*

- 97.3 *The Government endorses the establishment of the Chilterns Conference (now the Shadow Chilterns Conservation Board), a partnership of local authorities and other organisations, whose purpose is to promote good practice and co-ordination of effort in the management of the AONB. The Council is a partner and supports the work of the Conservation Board. Positive actions to conserve and enhance the landscape are encouraged through the Board's partnership approach.*
- 97.4 *Planning powers to direct or control changes in the landscape are constrained, particularly in agriculture and forestry, but nonetheless they still have an important role.*
- 97.5 *Policies and guidelines in the Local Plan:*
- (a) reflect the principles in the 'Statement of Intent' issued by the Chilterns Conference in 1991 and Policy 42 of the County Structure Plan Review (1991-2011) (which essentially restates those principles); and*
  - (b) are consistent with the guidance in the Management Plan for the Chilterns AONB issued in 2002.*
- 97.6 *In assessing planning applications or other proposals, the Council will have regard to:*
- (a) the supplementary information and context given by the Management Plan for the Chilterns AONB, and the associated Action Plan; and*
  - (b) supplementary advice produced by the Chilterns Conference: 'Environmental Guidelines for the Management of Roads in the Chilterns AONB' 'Chilterns Buildings Design Guide' and a 'Farm Buildings Guide' (under preparation).*
- 97.7 *Some changes in the landscape are not normally considered to be development (e.g. ploughing up grassland, planting or felling trees). Other changes (e.g. fencing and buildings in gardens) and developments for agricultural and forestry purposes are permitted by the Town and Country Planning (General Permitted Development) Order. A separate procedure applies to some types of permitted development for agriculture and forestry: for example, the siting, design and external appearance of buildings may be controlled (but not the principle of the buildings themselves). The Council will expect the siting, design and external appearance of such buildings to accord with principles in the 'Farm Buildings Design Guide'.*

- 97.8 *Control of mineral extraction and waste disposal and management (including landfilling) is exercised by the County Council, but the Borough Council is consulted on all proposals.*

*The boundary of the Chilterns AONB was reviewed by the Countryside Commission in the late 1980's and revisions approved by the Secretary of State for the Environment on March 14 1990.*

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## **POLICY 98 LANDSCAPE REGIONS**

**In considering proposals likely to have an impact on the visual or scenic quality of the Landscape Regions, the Council will take into account the degree to which the proposals protect and enhance the visual quality of the landscape by retaining, reinstating or managing desirable elements.**

**Proposals should accord with the relevant strategy and guidelines approach for Landscape Character Areas contained in Supplementary Planning Guidance 'Landscape Character Assessment for Dacorum'.**

### Reasons

- 98.1 The County Council's Landscape Strategy divides Hertfordshire into 6 Landscape Regions. Dacorum is within the Chilterns Landscape Region except for the area north of Tring which is in the Northern Vale Salients. The Landscape Character Assessment for Dacorum subdivides these regions into 30 distinct Landscape Character Areas, each with its own evaluations and guidelines for managing change.
- 98.2 For each Landscape Character Area, key features are summarised and physical, historical and cultural influences assessed. These and other factors are evaluated to produce a Condition and Strength of Character Matrix which helps to determine the general strategy for each area. Finally specific guidelines are put forward to address issues and improve both condition and strength of character (robustness) as necessary to reinforce the area's distinctiveness.
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## **POLICY 99 PRESERVATION OF TREES, HEDGEROWS AND WOODLANDS**

**Encouragement will be given to the preservation of trees, hedgerows and woodlands (including old orchards) throughout the Borough.**

**Where new development is proposed a high priority will be given to their retention and to their protection during development. Regard will also be paid to future management intentions (ref Policy 101). In order to minimise unnecessary loss and damage to roots the Council will:**



- (a) carefully consider the positions of existing and proposed trees with the proposed development so that a harmonious relationship is achieved;
- (b) require an accurate tree survey indicating trees proposed for retention or removal; and
- (c) require details of proposed underground works and tree protection measures to be submitted and approved.

See Supplementary Planning Guidance 'Landscape and Nature Conservation' for further details.

Tree preservation orders will be made to ensure the retention of visually important trees in urban and rural locations, particularly where they are threatened by development. Consent to lop or remove trees protected by a tree preservation order will not be given unless the Council is satisfied that it would be necessary to overcome a serious safety hazard, nuisance or detriment to local character. Where removal is permitted, appropriate replacements will be required.

Where trees which are protected by a tree preservation order or planning conditions have been removed without the consent of the Council, the appropriate enforcement powers will be used to secure their replacement. Where appropriate the Council will prosecute for breaches of tree preservation control.

Important hedgerows as defined under the Hedgerow Regulations 1997 will be retained unless there are exceptional circumstances or there are linked overriding landscape or ecological benefits. Where such hedgerows are removed without permission, the Council will investigate and where appropriate prosecute offenders: reinstatement of the hedgerow(s) will normally be sought.

#### Reasons

- 99.1 Trees, hedgerows and woodlands are essential features of the rural landscape and make an important contribution to the amenity of towns and villages, nature conservation interests and the attractiveness of the countryside.

#### *Background*

- 99.2 *Important hedgerows are protected under the Hedgerows Regulations 1997. A hedgerow is "important" if it has existed for 30 years or more and satisfies at least one criterion from the list in Schedule 1 of the Regulations. These include archaeological/historical considerations, such as forming part of an historic boundary, and wildlife/landscape features such as the presence of rare species, and proximity and linkages to other features, e.g.*

*ponds, woodlands and other hedgerows.*

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## **POLICY 100 TREE AND WOODLAND PLANTING**

**Encouragement will be given to tree, woodland and hedge planting in appropriate locations, particularly as part of development landscaping schemes. All tree planting should, wherever possible, be with appropriate native broad-leaved species. The maintenance of approved development landscaping schemes will be carefully monitored and strictly enforced. Where necessary tree preservation orders will be made on these schemes to ensure the retention of trees with potential visual importance that might be threatened by neglect or future development.**

### Reasons

- 100.1 Tree and hedge planting is essential to nature conservation and to the future creation, conservation and enhancement of landscape quality in the countryside and amenity and environmental quality in the towns and villages.

### *Background*

- 100.2 *Policy 41 in the County Structure Plan Review (1991-2011) supports proposals to increase tree cover. The County Council's overall approach is set out in the Hertfordshire Woodlands Strategy.*
- 100.3 *The Borough Council's Tree Strategy, prepared by Landscape Services, provides guidance on species and site selection, and the establishment of trees. The section is an important source of advice. Reference should also be made to the Supplementary Planning Guidance on Landscaping on Development Sites.*

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## **POLICY 101 TREE AND WOODLAND MANAGEMENT**

**Appropriate management of trees standing as individual specimens, groups or woodlands or orchards and of hedgerows will be encouraged.**

**For woodlands, management should include the identification of clear objectives for their use and should aim to resolve any conflicts arising from consideration of their value to nature conservation, landscape conservation, recreation and timber production interests. In areas of ancient semi-natural woodland nature conservation will be afforded a high priority.**

**For all other trees in both urban and rural locations, management should aim to maintain a healthy and safe tree population without causing an unreasonable nuisance or hazard to person, highway or property. High standards of professional tree care will be encouraged and promoted particularly by reference to British Standard 3998, "Recommendations for Tree Work", other relevant British Standards and the Borough Council's Tree Strategy.**

**The Council will carry out appropriate and sympathetic management of trees, woodlands and hedgerows within its control and will undertake new planting as required.**

#### Reasons

- 101.1 Proper management of trees, woodlands and hedgerows is essential to ensure:
- (a) their continued contribution to the urban and rural environments throughout the Borough; and
  - (b) the continued ability of individual landscaping schemes associated with new developments to both protect and enhance the amenity and character of their surrounding areas.
- 101.2 Of particular ecological importance in the Borough are areas of ancient semi-natural woodland which have had a continuous cover of native trees and plants since at least 1600 AD, neither having been cleared nor extensively planted since then.
- 101.3 Fruit orchards were once a common feature of the Hertfordshire countryside, but many have been lost along with distinctive varieties of apples, pears etc. Remaining orchards have a potential economic role, as well as being important ecologically, and should be managed appropriately.
- 101.4 Proper management can often be achieved through initiatives related to development proposals. The Council also takes an active role through management of its own trees and woodlands and the Countryside Management Service, which receives support from the Council, is an important source of advice and assistance in the management of private woodlands (see also Policy 96 and its background).

#### *Background*

- 101.5 *The Borough Council's Tree Strategy provides a summary of management principles and good practice guidelines. Support and encouragement of woodland management is also provided by the Forestry Commission, particularly through their Woodland Grant Scheme.*

## **POLICY 102 SITES OF IMPORTANCE TO NATURE CONSERVATION**

**Sites of importance to nature conservation will be protected from development in accordance with their designation, value and scarcity.**

**Proposals for development which may have an adverse effect, directly or indirectly, on a Site of Special Scientific Interest will not be permitted unless there is an overriding need for the development which clearly outweighs the nature conservation value of the site itself and its role within the national network of such sites, and there are no suitable alternative sites for the development.**

**English Nature will be consulted on all applications affecting SSSIs.**

**Sites of Special Scientific Interest are listed below and shown on the Proposals Maps:**

- 1. Aldbury Nowers**
- 2. Alpine Meadow, near Brick Kiln Cottage, Berkhamsted**
- 3. Ashridge Common and Woods**
- 4. Little Heath Pit (Geological)**
- 5. Oddy Hill and Tring Park**
- 6. Roughdown Common**
- 7. Tring Reservoirs**
- 8. Tring Woodlands**

**Proposals for development likely to have an adverse effect on a Local Nature Reserve or a Regionally Important Geological/Geomorphological Site will not be approved unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the nature conservation value of the site.**

**In the long term the Council will develop a programme of designations to reach a standard of 1 hectare of local nature reserves per 1,000 population.**

**Nature Reserves and Regionally Important Geological/Geomorphological Sites are listed below and shown on the Proposals Maps:**

### **Nature Reserves**

- 1. Alpine Meadow (Wildlife Trust)**
- 2. Long Deans, Hemel Hempstead (Wildlife Trust)**
- 3. Wilstone Reservoir (Wildlife Trust)**
- 4. Shrub Hill Common Local Nature Reserve**
- 5. Aldbury Nowers, Duchies Piece (Wildlife Trust)**
- 6. Howe Grove Local Nature Reserve**

## **Regionally Important Geological or Geomorphological Sites**

- 1. Pingo, Boxmoor**
- 2. Puddingstone Boulders, Castle Hill, Berkhamsted**

The impact of development proposals on Wildlife Sites and other sites of biological, geological and physiographical interest will be an important planning consideration, according to their rarity and value. The Wildlife Sites are identified in the Habitat Survey for Dacorum which constitutes Supplementary Planning Guidance for the purposes of this Plan.

In considering proposals that would have an effect on a species of acknowledged importance, account will be taken of the level of protection afforded to that species and the sensitivity of the species and its habitat to any potential adverse effects caused by the proposals.

In urban areas existing local wildspaces will be protected. The nature conservation interest of selected local wildspaces and leisure spaces will be enhanced to ensure that all residential areas are within 280 metres of an area of local wildspace of 2 hectares.

The following green corridors will be protected and the nature conservation interest of open areas along their length enhanced:

### **Berkhamsted**

- **Grand Union Canal (The Moor, Canal Fields, River Bulbourne)**

### **Hemel Hempstead**

- **Canal Corridor (Bulbourne Valley, Grand Union Canal, Boxmoor and Durrants Hill cress beds)**
- **Gade River Corridor (River Gade, Water Gardens, Gadebridge Park, Warners End and Home Woods)**
- **Gade Valley West Corridor (Gravel Hill Spring, Lockers Park, Cemetery, Warners End Playing Field)**
- **Hemel Hempstead Greenway (Nicky Line, Yew Tree Wood, Woodhall Lane, Keens Field, Turners Hill, Paradise, St Albans Road/Jennings Way Link, Lime Walk Open Space, Coronation Field, Georgewood Open Space, Little Wood)**

### **Tring**

- **Streamside Walk, Pond Close, Churchyard, Memorial Garden**

These areas are also part of the Open Land Strategy (see Policy 116).

The sites and species to which this policy applies include High Biodiversity Areas identified in local Biodiversity Action Plans

**and those supporting species protected by law or identified in the UK Biodiversity Action Plan as in need of particular conservation action. Definition will be by reference to English Nature, Hertfordshire Biological Records Centre and the Herts and Middlesex Wildlife Trust.**

**See also Supplementary Planning Guidance Environmental Guidelines: Landscape and Nature Conservation.**

#### Reasons

- 102.1 The consequences of increased pressure on, and the growing concern for, Dacorum's wildlife habitats and physiographical features point to the need for a positive policy aimed at the conservation of Dacorum's natural heritage.
- 102.2 The need to conserve and enhance bio-diversity (the full range of plant and animal life around us) is now widely accepted. The United Kingdom signed the Biodiversity Convention at the UN Conference on Environment and Development held in Brazil in June 1992 and published a "UK Biodiversity Action Plan" in January 1994. The UK Steering Group report called for the preparation of Local Biodiversity Action Plans. A Local Biodiversity Action Plan entitled "A 50 Year Vision for the Wildlife and Natural Habitats of Hertfordshire" was commissioned in 1996 by the Hertfordshire Environmental Forum and the Hertfordshire Countryside Forum with support from English Nature and the Environment Agency and local authorities and approved as the basis for future actions in April 1999. It contains a long-term vision as well as shorter term action plans for seven different habitat\_types and seventeen key species. It identifies High Biodiversity Areas, four of which are in Dacorum: Ashridge/Berkhamsted Common/Aldbury, Tring Park/High Scrubs, Tring Reservoirs and the Upper Gade Valley. These are priority, targeted areas for conservation action.
- 102.3 Currently only a small proportion of the wildlife resource is protected by statutory designations (i.e. Sites of Special Scientific Interest, national nature reserves and local nature reserves). Whilst these sites cover the most important wildlife habitats, they are insufficient on their own to maintain the diversity of habitats and species in Hertfordshire. A county-wide Phase 1 Habitat Survey has been undertaken and identifies non-statutory sites of district or county importance for wildlife as "Wildlife Sites". These contribute greatly to the biodiversity of the wider countryside.
- 102.4 Planning Policy Guidance Note 9: 'Nature Conservation' recommends that local authorities should have a fully adequate, up to date baseline of ecological information. The Borough Council has built up its nature conservation database in stages: firstly an urban survey and assessment of Hemel Hempstead (HERC 1992); secondly 'The Habitat Survey for Dacorum Borough – A Nature Conservation Reference Guide' (HMWT/HERC 1997) which extended the first survey to the urban areas of Berkhamsted, Tring and Kings Langley (primarily through the updating of

existing information); and thirdly, Dacorum Borough Nature Conservation Strategy – a local Biodiversity Action Plan (2001). This contains more detailed targets for conservation action, including habitat and species action plans which should be followed through in planning for the Borough. It refers to areas of local wildspace and open land in formal recreation uses where the nature conservation interest could be enhanced and new habitats created.

### *Background*

- 102.5 *English Nature is seeking to develop a consistent framework and criteria for assessing environmental capital, and is undertaking pilot studies covering a range of policy and decision making circumstances.*
- 102.6 *English Nature has also carried out research into accessible natural greenspace in towns and cities. Such sites contribute to biodiversity as well as benefiting the local population. The research has shown that a minimum of 2 hectares is required for a variety of habitats and the straight-line distance from people's homes should be 280 metres. It also proposes that 1 hectare of local nature reserves should be available per 1,000 population. The Dacorum Nature Conservation Strategy takes account of this work and identifies local wildspaces and more formal leisure spaces which can be enhanced to meet this standard. The strategy also identifies sites with potential for future designation as local nature reserves. This requires further consideration and a programme to be devised. At present Hemel Hempstead has 21.7 ha (compared with the 79 ha required under the standard). Berkhamsted and Tring at present have no local nature reserves within their boundaries and would require 15 ha and 11 ha respectively.*
- 102.7 *The Hertfordshire Environmental Records Centre (HERC) has been renamed the Hertfordshire Biological Records Centre.*

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## **POLICY 103 MANAGEMENT OF SITES OF NATURE CONSERVATION IMPORTANCE**

**Where planning permission is granted for developments on or adjoining sites of importance to nature conservation, the Council will require applicants to undertake the following:**

- (i) submit environmental statements where it is considered a proposed development would have a significant adverse effect on nature conservation interests (i.e. sites covered by Policy 102);**
- (ii) retain and enhance important nature conservation features and habitats within and/or, where appropriate, adjoining the site;**

- (iii) ensure the protection of such features and habitats from damage both during and after development;**
- (iv) make provision for the future management of such features and habitats.**

**Where loss of features or habitats is unavoidable, the Council will require compensatory measures to replace or reinstate the nature conservation value that has been lost.**

**Where appropriate the Council will achieve these objectives by the imposition of planning conditions and/or the negotiation of planning obligations and/or management agreements (Section 61 Wildlife and Countryside Act).**

**The overall conservation, enhancement and enjoyment of Dacorum's wildlife will be furthered by support for the work undertaken by Hertfordshire's Countryside Management Service, Biological Records Centre, the Herts and Middlesex Wildlife Trust and voluntary agencies and the Countryside Heritage Project. In addition appropriate partnerships will be fostered with landowners, local environment and countryside forums and other interested parties.**

**The following measures will be employed, where appropriate, to ensure the creation, protection and good management of sites of nature conservation value:**

- (a) management agreements under Section 39 of the Wildlife and Countryside Act 1981;**
- (b) other forms of voluntary management agreement, particularly linked to development proposals and the Hertfordshire Countryside Heritage Project;**
- (c) designation of local nature reserves under Section 21 of the National Parks and Access to the Countryside Act 1949;**
- (d) provision of appropriate financial assistance, advice and information on best practice to voluntary agencies and other bodies.**

**The ecological context and framework for these actions will be provided by the Local Biodiversity Action Plans (particularly the Dacorum Borough Nature Conservation Strategy).**

**Specific sites identified for designation as local nature reserves are listed in the Schedule of Environment Proposal Sites.**



## Reasons

- 103.1 There is a need for both positive management and regulatory action to further nature conservation interest.

## *Background*

- 103.2 *The Countryside Management Service plays an important role in improving opportunities for informal countryside recreation, conserving wildlife habitats and creating new wildlife areas to replace those that have been lost, as well as raising awareness and understanding of the countryside by providing specialist assistance to farmers, landowners and amenity groups.*
- 103.3 *The Hertfordshire Biological Records Centre provides a countywide ecological database and advises on habitat quality and loss. It can also provide site by site advice on habitat management and the ecological impact of development proposals.*
- 103.4 *The Herts and Middlesex Wildlife Trust, with voluntary organisations and groups concerned with nature conservation issues, makes a valuable contribution to the management of the countryside in terms of advice, management, and practical on-site works. It manages its own nature reserves and, in association with the Countryside Management Service and Biological Records Centre, operates a Wildlife Sites Project to provide specific help to owners and managers of designated Wildlife Sites.*
- 103.5 *The 1949 National Parks and Access to the Countryside Act requires that any land declared a local nature reserve must be “special” in a local context and be managed to preserve or enhance the natural features on which the special interest of the site depends.*

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## **POLICY 104            NATURE CONSERVATION IN RIVER VALLEYS**

**The nature conservation interest of wetlands in the river valleys of the Gade, Bulbourne and Ver will be restored, maintained and enhanced by:**

- (a)    controlling building and engineering works particularly within the flood plain of the rivers where they flow through open land or the countryside;**
- (b)    safeguarding existing sites of nature conservation value from development pressure;**
- (c)    supporting initiatives to improve the quality of the water in rivers and canals;**

- (d) encouraging wetland habitat creation, especially as a result of appropriate development including low intensity leisure activities;
- (e) encouraging utilities and statutory undertakers to design maintenance and improvement schemes (including those related to the control of water tables) with nature conservation in mind; and
- (f) restoring culverted watercourses to a more natural state and discouraging any new proposals for culverting.

#### Reasons

- 104.1 Dacorum's river valleys - flood plains, water meadows, rivers, banks, and small lakes - support plant and animal communities, and provide migration routes, especially for birds. They are a valuable resource which should be enhanced. Yet without special efforts the wildlife interest will continue to decline.

#### *Background*

- 104.2 *There are three main river valleys in Dacorum, namely the Gade, the Bulbourne and the Ver. Each has its own distinct environmental quality, and different urban structure and landscape designations also apply (see Policies 9 and 96, and Supplementary Planning Guidance: Landscape Character Assessment).*
- 104.3 *The Gade north of Hemel Hempstead lies in a parkland setting and upstream in an attractive valley, featuring large watercress beds and water meadows. The emphasis here is on preservation of its wetlands and its attractive setting partly within the Chilterns Area of Outstanding Natural Beauty.*
- 104.4 *The Bulbourne flows between Berkhamsted and Hemel Hempstead, being extensively culverted through the urban area of Berkhamsted. Between the two towns, it runs close to the A41, the main railway line and the Grand Union Canal, collectively a major transport artery. There is a need here to protect the river from development pressures and to enhance its wildlife interest and its appearance where it is visually damaged.*
- 104.5 *The Bulbourne and Gade join at Boxmoor where the policy emphasis is to protect the quality and habitat value of the open land from urban pressures.*
- 104.6 *The Gade valley becomes industrialised around Apsley, although some environmental improvement is possible. Sites are identified in the Two Waters and Apsley Inset (see Part 4 of the Plan).*
- 104.7 *South of Hemel Hempstead, the Gade merges with the Grand Union Canal. Here there is a need to protect the valley from development pressures*

*(especially the valley bottom) and to enhance the wildlife interest and appearance.*

- 104.8 *The Ver runs close to the A5 Trunk Road between Markyate and Friars Wash. This transport corridor is under various pressures for development. There is consequently the need to ensure that new development serving the road does not conflict with the river's nature conservation interest and that improvements can be made.*
- 104.9 *Action plans targeted at protection and enhancement of wetland habitats and particular species, such as water voles and white-clawed crayfish which live in these areas, are contained in the Hertfordshire Biodiversity Action Plan. The Upper Gade Valley is identified as a High Biodiversity Area - a priority targeted area for conservation action. A more detailed programme of actions on chalk streams and associated wetlands (i.e. all the Borough's river valleys) is being agreed through the Dacorum Borough Biodiversity Action Plan (2001).*
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## **POLICY 105 LAKES, RESERVOIRS AND PONDS.**

**Any development adversely affecting, either directly or indirectly, the nature conservation or landscape interest of any lake, reservoir, pond or other body of open water will only be permitted where it can be demonstrated that the reasons for the development outweigh the need to retain the feature.**

### Reasons

- 105.1 *Areas of open water, both natural and man-made, are an important nature conservation and informal recreation resource. They are important features in the landscape and provide amenities in their own right. However, lakes and ponds can be threatened by proposals for development, pollution and changes in water tables.*

### *Background*

- 105.2 *The principal bodies of open water within Dacorum Borough are Wilstone, Tringford, Startops and Marsworth Reservoirs situated to the north west of Tring. These are designated as Sites of Special Scientific Interest (SSSIs) and Wildlife Sites (see Policy 102). Gravel extraction has also resulted in the creation of a number of artificial lakes at Bourne End.*
- 105.3 *Smaller lakes and ponds are also found within the corridors of the River Gade and Bulbourne and along the Grand Union Canal. Others form an important setting for the built environment, such as the village pond in Aldbury.*
-

## POLICY 106 THE CANALSIDE ENVIRONMENT

Development adjoining the Grand Union Canal will be expected to make a positive contribution to the canalside environment. As such, the design, scale and materials of new developments and canalside facilities must be appropriate to the environmental and historic character of the canal, and have no adverse impact on its nature conservation interest. Important views both to and from the canal should be retained.

The retention of original canalside buildings and structures, such as locks, bridges, lock cottages and pumphouses, will be encouraged. Development proposals which seriously affect their character and the contribution they make to the canalside environment will be refused.

Encouragement will be given to proposals to improve pedestrian access, and small scale facilities appropriate to the canal, where consistent with other environmental and land use policies of the plan. Such facilities may include picnic areas, seating and nature trails to improve public enjoyment of the canal.

### Reasons

- 106.1 The Grand Union Canal is part of the Borough's heritage and provides an attractive recreational resource. New development should respect these roles.

### *Background*

- 106.2 *The Plan contains a number of other policies which are relevant to the environmental improvement or protection of the canal and its surroundings. In urban areas, the canal is designated as Open Land and development limited by Policies 9 and 116. Environmental improvements are encouraged at a number of employment locations under Policies 31 and 37. In the countryside, Policies 96 - 98 will be applied to secure and improve the quality of the landscape, and throughout the length of the canal in the Borough, Policy 83 (Recreation along the Grand Union Canal) is relevant.*
- 106.3 *The Grand Union Canal and adjoining land between Billet Lane and Bank Mill Lane in Berkhamsted is the subject of a corridor study prepared for the Berkhamsted Canal and Riverside Partnership (CARP) which provides design guidance and suggests ways of enhancing the area.*
- 106.4 *Canal-related proposals are also contained in the Two Waters and Apsley Inset (see Part 4 of the Plan).*
-

## **POLICY 107 DEVELOPMENT IN AREAS OF FLOOD RISK**

**A precautionary approach to flood risk will be taken when considering development based on the sequential approach set out in Planning Policy Guidance Note 25. New building works within areas of high flood risk will only be permitted in:-**

- (a) urban areas where appropriate flood defence measures are included; and**
- (b) outside of the main developed areas and in the functional floodplain only in exceptional circumstances.**

**In applying the sequential test, giving priority to low risk sites, advice will be taken from the Environment Agency regarding the distribution of flood risk, the availability of flood defences and the likely impact of climate change.**

**The production of a Flood Risk Assessment will be required for all sites where the Environment Agency advise that the risk of flooding exists.**

**Any necessary flood-defence works must be fully funded as part of the development, including provision for long term maintenance.**

**Where the development results in the loss of floodplain storage at the site, the developer may be required to provide acceptable compensatory flood storage.**

**Further advice about flood risk is contained in the Environmental Guidelines, issued as Supplementary Planning Guidance.**

### Reasons

- 107.1 On both a national and global scale the damage caused by flooding is greater than that from any other natural disaster. The experience of recent years indicates that the incidence of flooding may be getting worse – both in frequency and in scale. This has been attributed to changes in river hydrology caused by human activity, changes in land management and an increase in the development of areas of flood risk. Whilst the impact of climate change remains uncertain, it is expected to increase the problems faced over time.
- 107.2 Planning Policy Guidance Note 25 – Development and Flood Risk (July 2001) states that the role of local planning authorities is to ensure that flood risk is properly taken into account in the planning of developments to reduce the risk of flooding and the damage which floods cause.

## *Background*

- 107.3 *PPG25 requires a precautionary approach to ensure that any development is safe and not exposed unnecessarily to flooding.*
- 107.4 *Due to local variability and uncertainties it is difficult to be prescriptive about levels of flood risk. Adopting a sequential approach recognises that there is a continuum from virtually no risk to high risk. Priority will be given to sites in descending order of the flood zones set out in Table 1 of PPG25. New development in high risk areas will only be permitted where it can be reasonably demonstrated that lower risk alternatives are not available.*
- 107.5 *The Environment Agency advises planning authorities on the implications of development proposals on flood risk issues. When determining applications, reference will be made to the indicative floodplain maps produced by the Environment Agency (these are also known as the 1 in 100 year maps). Areas coloured blue on these maps are those with a 1% chance of flooding from rivers each year. All proposals for development within the indicative floodplain will require a Flood Risk Assessment (FRA).*
- 107.6 *FRAs should include:-*
- i) A topographic survey showing existing and proposed levels*
  - ii) Means of access and egress to the site and associated levels*
  - iii) An assessment of the source, extent and depth of flooding*
  - iv) Proposals to mitigate for any loss of floodplain storage*
  - v) Proposals to mitigate risk (for example, raised floor levels)*
- 107.7 *The Environment Agency should be contacted at the earliest opportunity to advise on the production of individual FRAs. Detailed guidance is contained in Appendix F of PPG25.*
- 107.8 *Applicants may also be required to submit FRAs for other sites where the risk of flooding needs to be assessed. These could include sites that:-*
- i) are adjacent to a watercourse;*
  - ii) are adjacent to or incorporating any flood control structure;*
  - iii) involve the culverting or diversion of a watercourse;*
  - iv) are of such a size or nature that they could result in a significant increase in surface run-off;*
  - v) are in an area where the Environment Agency has indicated that drainage problems may exist; or*
  - vi) are in areas known to suffer from surface water drainage problems.*
- 107.9 *The Environment Agency are currently in the process of producing national 1 in 1000 year floodplain maps. These will show areas of low to medium risk, where the annual probability of flooding from rivers is between 0.1 and 1.0%. These are due for completion in Summer 2004.*

- 107.10 *In cases where other material considerations outweigh the risk of flooding, any necessary and appropriate flood defences or flood mitigation measures should be funded by the developer. These contributions will be secured by means of a S106 agreement and should include provision for future maintenance.*
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## **POLICY 108 HIGH QUALITY AGRICULTURAL LAND**

**Development which would result in the permanent loss of the best and most versatile agricultural land (classified by the Department for Environment, Food and Rural Affairs as being of Grades 1, 2 and 3a) will be refused, unless it can be demonstrated that there is an overriding need for the development and there is no alternative land of a lower quality which could reasonably be used. Where development is permitted on the best and most versatile land, it should use the lowest grade of land suitable for development except where the sustainable development objectives of the Plan would be better met by using land of a higher grade.**

**In addition the effect of high quality agricultural land loss on farm economics and management will be considered. Planning permission will not be granted for development which would fragment farm holdings unless mitigation is possible e.g. the land can be incorporated into surrounding holdings and there is no severance of buildings from the land.**

### Reasons

- 108.1 The demand for agricultural production fluctuates over time and it is important to retain the best and most versatile agricultural land as an important economic resource for the longer term. This protection does not just apply to built development: even “soft” land uses such as golf courses may not be acceptable as they generally require considerable resculpturing of the landscape which destroys or removes the topsoil meaning that it is impracticable to restore it to the best quality agricultural use.
- 108.2 Development on the best and most versatile land will only exceptionally be permitted. If there is a choice between sites of different grades, the lowest grade should be used. However, there may be cases where, for example, lower grade land has greater biodiversity, landscape or heritage importance and should be retained in preference to higher grade land.
- 108.3 The loss of high quality agricultural land could affect the viability of an existing farm holding and put its future agricultural use at risk. Also, such a loss could lead to the fragmentation of a farm holding into smaller units, thereby creating a demand for more farm buildings and possible damage to landscape and nature conservation interests.

## *Background*

- 108.4 *The main areas of Grade 2 land, the highest grade in Dacorum, lie to the north east of Tring and Hemel Hempstead and south and east of Bovington. There is a further small area west of Flaunden*
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### **POLICY 109 FARM DIVERSIFICATION**

**Proposals for farm diversification will be encouraged. Preference will be given to the re-use of existing buildings which will be assessed against Policy 110.**

**Proposals should:**

- (a) contribute to the local economy;**
- (b) be consistent in scale and design with the rural location;**
- (c) accord with Green Belt and Rural Area policies;**
- (d) provide satisfactory vehicular access; and**
- (e) be consistent with other policies in the Plan.**

**New and replacement buildings must meet the above criteria and will only be permitted where they:**

- (i) are consistent with criteria (c) - (g) in Policy 110;**
- (ii) would not harm the rural character and landscape in terms of siting, design, materials and appearance;**
- (iii) are well related to existing groups of buildings; and**
- (iv) satisfy sustainable development objectives.**

**The submission of farm plans explaining a diversification scheme's contribution to the agricultural concern is encouraged. In some cases a planning agreement, including a commitment to a farm plan limiting the nature and scale of diversification activities and limiting and securing their contribution to the maintenance of agricultural activity, may be required.**

## **Reasons**

- 109.1 The Government's planning policies for the countryside seek to encourage economic activity in rural areas while continuing to protect and conserve countryside resources. The challenge is to integrate necessary



development to sustain the rural economy with the protection of the countryside.

### *Background*

- 109.2 *Diversification of the rural economy is necessary to provide wider employment opportunities for local people and to help sustain rural communities. Farmers increasingly look to diversify into activities other than agriculture in order to supplement their income. Farm based work can include amongst others activities relating to woodland management, farm shops, holiday cottages, pick your own fruit and vegetables and packing produce.*
- 109.3 *The re-use of existing buildings is preferred and Policy 110 will be used to assess any proposals. Further guidance on acceptable uses is provided in Supplementary Planning Guidance to this Plan. The construction of new buildings in the Green Belt or Rural Area will be inappropriate unless it complies with Policy 4 'Green Belt' or Policy 7 'The Rural Area'.*
- 109.4 *It is important that diversification proposals are well founded in terms of effectively contributing to the farm business and the rural economy and integrating new activities into the environment and the rural scene. Farmers are therefore encouraged to submit a farm plan with any planning application for diversification. This should include details of existing farm activities, the need for diversification, details of the proposal and implications of the proposal on, for example, the rural economy and the environment.*

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## **POLICY 110 AGRICULTURE AND REUSE OF RURAL BUILDINGS**

**Permission will be granted for new agricultural buildings genuinely needed to meet legislation for new environmental, hygiene and welfare standards or to meet changing market requirements.**

**In the countryside outside selected small villages (see Policies 6 and 8) permission will be given for a rural building to be converted and/or reused for industrial, commercial, recreation or tourism purposes, provided all the following criteria are satisfied:**

- (a) the proposal does not result in the loss of a tenanted agricultural building needed for the satisfactory functioning of a farm, displacement of an essential local service/facility or the requirement for new building;**
- (b) the building is of permanent and substantial construction and capable of conversion without major or complete reconstruction;**

- (c) the use of the building serves the local area and would not lead to the dispersal of activity on such a scale as to prejudice the vitality of a nearby town or village or encourage a significant amount of car travel by employees or business visitors;
- (d) the traffic generated can be safely accommodated by the site access and the local road network;
- (e) its form, bulk and general design are in keeping with its surroundings;
- (f) no new fences, walls or other structures associated with the use of the building or the definition of its curtilage are erected which would harm the visual amenity of the countryside; and
- (g) no activity or storage takes place outside the building (other than limited parking or servicing to meet the essential needs of the use).

Reuse of building complexes with a large aggregate floorspace will be specially considered against criteria (c) and (d) above.

The Council will examine carefully applications for reuse of buildings erected under agricultural permitted development rights and seek planning agreements to discourage separate sale of the building and prevent possible fragmentation of the agricultural unit.

Permission will not be granted for residential reuse unless every reasonable effort has been made to secure business, recreation or tourism-related reuse, or residential conversion is a subordinate part of a scheme for other reuse.

More detailed guidance on the conversion of rural buildings is issued as Supplementary Planning Guidance.

Where planning permission is granted for new agricultural buildings or for the reuse of rural buildings, permitted development rights may be removed where these would harm the visual amenity of the countryside or have a seriously detrimental effect on the openness of the Green Belt.

#### Reasons

- 110.1 Changes in legislation leading to higher space standards for animal accommodation and storage of farm waste and crops may result in planning applications for new buildings. In order to ensure the continuation of a healthy agricultural industry these should be accommodated wherever possible.

- 110.2 In both the Green Belt and the Rural Area an increasing number of buildings are becoming redundant through changes in the rural economy. Therefore, there is a need to consider their reuse in order to benefit both the rural economy and the conservation of the countryside. In this respect, conversions for non-residential uses are likely to be more beneficial than residential use. A study of Agricultural and Rural Economy Issues within the Dacorum District by the Farming & Rural Conservation Agency indicates that a high proportion of farmers (66%) are part-time and may therefore require alternative employment opportunities. The distinction between general business development in the countryside and that supporting local farms needs to be carefully drawn otherwise extensive reverse commuting to more isolated parts of the Borough could result. Introduction of new “business” uses to working farms may lead to land use and amenity conflicts and complaints of nuisance.
- 110.3 It is important to prevent new uses damaging the physical character of existing rural buildings. This can apply in particular to residential reuse of barns.

#### *Background*

- 110.4 *Agriculture is undergoing a period of substantial change arising from revisions to the Common Agricultural Policy; Agenda 2000; the power of the supermarket chains; new regulations on animal welfare; concerns about use of pesticides and fertilisers and point source pollution; and BSE. These alter the profitability of various sectors and have implications for land management and need for new buildings. Although the numbers employed in agriculture have been declining steadily, it is still the main land use in Dacorum in terms of area, hence its potential impact on the landscape is considerable.*
- 110.5 *The Council’s policy reflects Government advice in Planning Policy Guidance Notes 2 and 7: ‘Green Belts’ and ‘The Countryside - Environmental Quality and Economic and Social Development’ respectively, that there are often opportunities for the reuse and adaptation of rural buildings. “The Conversion of Historic Farm Buildings”, a statement by English Heritage, provides a useful background to the problems of converting these buildings.*

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## **POLICY 111 HEIGHT OF BUILDINGS**

**The development of buildings over two storeys in height will not be permitted in the countryside or in small villages unless there are exceptional reasons related to the particular use of the site and the visual impact is limited.**

**Within the towns and large villages, buildings up to three storeys will be permitted provided they harmonise with the character of the**

surrounding area. Higher buildings will be permitted in Hemel Hempstead Town Centre and may be permitted elsewhere, provided there is no harm to:

- (a) the character of the area and the site's surroundings;
- (b) the character of open land;
- (c) views of open land, countryside and skylines; and
- (d) the appearance and setting of conservation areas and listed buildings.

Such higher buildings will be expected to make a positive contribution to the townscape of their area.

In all cases special regard will be paid to the effect of site levels on the resultant appearance and visual impact of the proposal.

#### Reasons

- 111.1 Berkhamsted, Tring, the majority of Hemel Hempstead, Bovingdon, Kings Langley and Markyate are characterised by low-rise buildings of domestic scale, i.e. having one to three storeys (with pitched roofs over). Most pressure for new buildings is likely to fall on these areas. It is desirable to maintain the character of each particular settlement and its relationship with the countryside and thus building heights should be limited. Hemel Hempstead Town Centre is a focus not only of the town but also the Borough and buildings over three storeys may generally be appropriate. There are other circumstances too, where a high building may not cause any harm and may indeed add variety and excitement to the townscape. Generally, the higher the building, the more noticeable it is, and a particularly high standard of design will be necessary.

#### *Background*

- 111.2 *Character areas where higher buildings may be acceptable are identified in Supplementary Planning Guidance: Development in Residential Areas.*

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## **POLICY 112 ADVERTISEMENTS**

**Express consent to display an advertisement other than within a conservation area will be given provided the advertisement:**

- (a) is sympathetic in size, appearance, design and position to the building or site on which it is displayed;
- (b) is not unduly prominent;

- (c) does not detract from the amenity and character of the surrounding area; and
- (d) does not adversely affect highway and public safety.

A non-projecting illuminated advertisement will be permitted provided criteria (a) and (b) above are met and:

- (e) the advertisement, where displayed on a building, is no higher than ground floor fascia level; and
- (f) the degree of luminance or intensity of the fascia, symbols and letters comprised on the advertisement and any external equipment used for illumination do not detract from the amenity of the area nor are prejudicial to public safety.

A projecting illuminated advertisement will be permitted provided criteria (a), (b) and (f) above are met and:

- (g) the advertisement is at ground floor fascia level and does not project above or below the fascia and does not project more than 1.0 m from the front elevation of the building or fascia.

In conservation areas express consent to display an advertisement will be given provided criteria (a), (b), (c) and (d) above are met and:

- (h) the advertisement makes use of natural or other materials which are in keeping with and enhance the character of the conservation area and, if positioned on a building, the character of that building.

Express consent to display an advertisement on a listed building will be given if criteria (a), (b), (c), (d) and (h) (if located within a conservation area) are met and:

- (i) the advertisement makes use of natural or other materials, lettering and colours which are complementary and sympathetic to the structure, character and detailing of the listed building.

Non-projecting illuminated advertisements will be permitted in conservation areas and on listed buildings provided they are situated within a designated town centre or local centre and meet the appropriate criteria above.

Projecting illuminated advertisements will not be permitted in conservation areas and on listed buildings.

The cumulative effect of advertisements on their surroundings will also be taken into account.

Advertisement proposals should also take account of the general advice provided in Supplementary Planning Guidance 'Advertisements'.

The Council will use its enforcement powers, as appropriate, to ensure the removal of advertisements which do not benefit from deemed consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 (as amended in 1994 and 1999) or which do not benefit from express consent.

#### Reasons

- 112.1 There is a need to control the display of advertisements in the interests of amenity and public safety in general and to maintain the character of conservation areas in particular.

#### *Background*

- 112.2 *The Area of Special Control of Advertisements designation which covers the majority of the Borough is being reviewed. The effect of this designation is to reduce the classes of advertisements that would have deemed consent were they located outside such an area.*
- 112.3 *In considering how brightly advertisements should be illuminated, the Council will have regard to the Institute of Lighting Engineers Technical Report No 5 (Third Edition 2001).*
- 112.4 *The Office of the Deputy Prime Minister has produced an official explanatory booklet "Outdoor Advertisements and Signs A Guide for Advertisers".*

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### **POLICY 113 EXTERIOR LIGHTING**

**Proposals for new exterior lighting will be permitted provided it can be demonstrated to the satisfaction of the local planning authority that there is no significant (or material) adverse impact upon important features of the urban and rural areas including:**

- (a) the amenity of residential areas; and**
- (b) the visual character and the natural and historic environment.**

**Assessment will be based upon the suitability of exterior lighting in a defined location and the type of lighting, and will include consideration of highway safety, crime prevention and access for people with disabilities. All lighting schemes must:**

- (a) avoid dazzle and disturbance of drivers;
- (b) minimise glare and light spillage; and
- (c) create uniformity to avoid shadowed areas

**In the Chilterns Area of Outstanding Natural Beauty, rural areas and other parts of the countryside (including the urban fringe) provision of new exterior lighting will be minimised.**

**Further advice on Exterior Lighting and its environmental impact is contained within Appendix 8 of the Plan.**

#### Reasons

- 113.1 Exterior lighting is important in promoting safety and security, for recreation and leisure, and other evening activities. Therefore a degree of lighting is required in most environments. However if poorly designed or installed, artificial light can have a detrimental effect including to wildlife and therefore needs to be controlled. Light pollution needs to be kept to a minimum to avoid a detrimental effect on rural and urban views and the character of the countryside.

#### *Background*

- 113.2 *Appendix 8 gives further detailed guidance as to appropriate levels of lighting in different locations. Generally urban areas with high levels of night time activity are more appropriate locations for higher degrees of lighting. More sensitive rural locations and the smaller settlements in the Borough require careful control in order to maintain their character and amenity.*

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## **POLICY 114 HISTORIC PARKS AND GARDENS**

**Development will not be permitted where it would result in the loss of any historic park or garden or harm to its historic structure, character, principal components or setting.**

**Designated Historic Parks and Gardens are listed below and shown on the Proposals Maps. Within the Plan period consideration will be given to identifying further parks and gardens which may merit inclusion in the Register.**

1. Ashridge
2. Tring Park
3. Markyatecell Park

**This policy also applies to unregistered historic parks and gardens, like the Jellicoe Water Gardens, which are considered to be of significant local interest.**

#### Reasons

- 114.1 The protection of historic parks and gardens is important because of the contribution they make to the quality of the environment and the special character of the countryside.

#### *Background*

- 114.2 *The sites are included in the Register of parks and gardens of Special Historic Interest compiled by the Historic Buildings and Monuments Commission for England. The Register draws attention to important historic gardens and parks as an essential part of the nation's heritage. The fact that a garden is included does not mean that there is any right of public access, other than along public rights of way or unless the property is separately advertised by the owner as being open to the public.*

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### **POLICY 115 WORKS OF ART**

**The provision of new works of art, particularly where they may be seen by the public and visitors, is encouraged. In determining planning applications, regard will be paid to the contribution that can be made by new works of art to the appearance of the scheme and its relationship with the character of the surrounding area.**

#### Reasons

- 115.1 The quality of the visual and physical environment can be greatly enhanced by the provision of works of art as part of development schemes. Such works can also engender civic and community pride and improve an area's image.

#### *Background*

- 115.2 *Provision can include sculpture, murals, innovative planting, special lighting effects or areas for arts displays or performances. Works can be provided as part of a new building or in the public areas around the building. Consideration of such works should be included at the earliest stages of the design process and should be a collaborative effort between artist and architect.*
- 115.3 *The Arts Council's Per Cent for Art scheme is a well established means of encouraging the provision of new art within the built environment. It is based on the concept of a percentage of the capital budget for a new development being specifically used for commissioning new art works.*



- 115.4 *Several examples of public art have been included in the scheme to pedestrianise The Marlowes, Hemel Hempstead.*
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## **POLICY 116 OPEN LAND IN TOWNS AND LARGE VILLAGES**

**Open land forming part of the urban structure will be protected from building and other inappropriate development by applying the general provisions of Policy 9. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use must satisfy the conditions below:**

- (a) the location, scale and use of the new development must be well related to the character of existing development, its use and its open land setting;**
- (b) the integrity and future of the wider area of open land in which the new development is set must not be compromised;**
- (c) in addition, in the case of sites which accommodate existing uses regarded as inappropriate to an open land area, proposals must:**
  - (i) not have a significant adverse impact on the character and environment of the site or its open land setting; or**
  - (ii) result in overall environmental improvements to the site in relation to its open land setting.**

**Proposals to develop on other open land in towns and large villages will be assessed on the basis of the local contribution the land makes to leisure facilities, townscape, visual amenity, nature conservation and the general environment.**

**Measures to conserve and improve the attractiveness, variety and usefulness of all open land will be investigated, encouraged and promoted.**

### Reasons

- 116.1 Much leisure space is protected from development because it is held as public open space, and required to meet accepted standards of provision. Other urban open land is more vulnerable to development pressures, but can be especially valuable for informal recreation, or to the local environment. There is a need to assess the contribution made by such spaces (including the potential for improvement) and weigh it carefully against demands for development.

## *Background*

- 116.2 *Open land includes contiguous sites of 1 hectare or more used as leisure space, schools where the playing fields contribute to the urban structure or are in areas where there is a shortage of leisure space, woodland, nature conservation sites, lakes, allotments, churchyards, cemeteries, amenity land, walkways and the Grand Union Canal. No right of public access is implied by this definition.*
- 116.3 *Leisure space is that part of open land which is owned and managed for the purposes of active sport, informal recreation or children's play. It includes land in public and private ownership and is subject to the operation of standards on a town-wide basis.*
- 116.4 *Open land falling within the Council's open land strategy is protected as part of the urban structure in this Plan (see Policy 9). The strategy is based on the criteria contained in Policy 46 of the County Structure Plan Review 1991-2011. The strategy combines:*
- (a) retention of open land making a significant contribution to the form and character of the settlement (particularly landscape features, neighbourhood space, route corridors, green wedges, greenways and green chains, space contributing to the special character of conservation areas and spaces with other historic, wildlife and amenity value); and*
  - (b) the need for leisure space in terms of standards of provision and distribution (see Policy 73).*
- 116.5 *It provides a coherent and justified pattern of provision in the towns of Berkhamsted, Hemel Hempstead and Tring and the large villages of Bovington, Kings Langley and Markyate (see Open Land Strategy Diagrams).*
- 116.6 *The open land strategy which is detailed below only deals with the major open features of the urban form and is based on the following documents: Open Land Strategy (August 1992) and Open Land Strategy for Large Villages (August 1995). Additional text relating to Markyate has been inserted. The Residential Areas Character Study assessed the importance of smaller amenity spaces to overall design and environmental quality (see Supplementary Planning Guidance: Development in Residential Areas).*
- 116.7 ***Hemel Hempstead***
- The New Town of Hemel Hempstead was planned with sufficient open space provision in numerical and distributional terms. It has just over the 2.8 ha per 1000 leisure space standard and most of the town is served by local leisure space at the 400 m catchment area level. There is therefore no overriding justification on the basis of these two standards to retain all*

*the town's open land. However, features such as key dry valleys and open ridge lines were left largely undeveloped; links with the open countryside were created; open space and woodland provided buffers between industrial and residential areas and the main roads into the town were punctuated by open land and provided with "green" entry points to emphasise the "Garden City" aspect of the New Town. Open land, whether in the form of parks and leisure space or schools, was located close to local (neighbourhood) centres forming a community focus. Green chains were formed by footpaths and features such as the Nicky Line which have various types of open land adjoining them.*

- 116.8 *The importance of open ridges, the Gade and Bulbourne river valleys, route corridors, green chains and green wedges and links with the countryside can be seen from the Open Land Strategy Diagram for Hemel Hempstead. Neighbourhood open spaces are explained more fully below.*
- 116.9 *At Leverstock Green, the green itself with its cricket pitch and the neighbouring churchyard make a strong contribution to the village feel of this part of Hemel Hempstead. The more conventional playing fields behind the local centre on the north side of the main road meet local needs and the adjoining school playing fields and farmland complete a green wedge to open countryside. Woodfield School, although just outside the centre, adjoins a children's playground and creates a more significant open area, which should largely be retained to serve the new housing in the vicinity.*
- 116.10 *Nash Mills School is close to the local centre, and is in a neighbourhood where some open land should be retained given the relatively poor distribution of leisure space.*
- 116.11 *Coronation Field is close to the local centre of Bennetts End, and adjoins the community centre as well as forming part of the open ridge feature. The Rant Meadow open land includes allotments and a woodland which is continued into the school grounds, and forms an important break in the built up area. Belswains Infants School partly falls within the open ridge designation. Although close to Coronation Field, the site represents a valuable break in the otherwise built up valley side.*
- 116.12 *Adeyfield is the largest local centre in the town. Reith Field immediately adjoins the shops and helps form an important focus. The playing fields and the Adeyfield School site are on either side of an important pedestrian link between Windmill Road and Tenzing Road and thence to Leverstock Green Road. Broadfield School also adjoins this link.*
- 116.13 *Woods, playing fields and amenity space alongside Redbourn Road and High Street Green provide a buffer between residential areas in Adeyfield and Highfield and General Employment Areas. The woodland jointly is the most significant area of trees in the town.*

- 116.14 *Randall Park is the local park serving a substantial part of Highfield. The open land fronting Queensway is of structural significance, and the site as a whole forms a focus with The Heights local centre. Hammond School provides a significant open area adjoining the Nicky Line which is important for the pedestrian access it affords. Bellgate School, together with Bellgate local centre, forms an important local focus and part of the green chain associated with the Nicky Line.*
- 116.15 *The leisure space and adjoining school site at Woodhall Farm form a central focus serving the surrounding housing. The Brockwood School site adjoins the local centre and provides a buffer between it and housing; it also provides a soft edge to the open countryside.*
- 116.16 *Astley Cooper School and Cupid Green Playing Fields provide a buffer between, and definition of, this neighbourhood and Grovehill. A bridleway runs alongside the open land.*
- 116.17 *Margaret Lloyd Park, adjoined by Aycliffe Drive School, is opposite Grovehill local centre. It is one of the most attractive open areas in the Borough and forms a green wedge to open countryside. It has traffic-free access from Piccotts End Lane to the north and the path through Hunting Gate Wood to the south.*
- 116.18 *At Warners End, Northridge Park forms a focus with the adjoining local centre and is an attractive informal leisure space with mature trees. Micklem School provides an alternative open space close to the centre avoiding crossing busy roads.*
- 116.19 *Fields End is a new neighbourhood for which John F Kennedy School provides a significant open area. An open land/footpath link through the housing and adjoining the school connects Shrubhill Common with the open countryside.*
- 116.20 *Chaulden School backs onto the local centre forming a central focus for the neighbourhood, while Pixies Hill School provides a buffer between two housing areas.*
- 116.21 *Gadebridge School is located across Galley Hill from the local centre, and has a footpath adjoining it.*
- 116.22 *Areas of open land at Green End comprise allotments and school playing fields. The allotment site is the biggest in Hemel Hempstead and well tended with few vacant plots, and hence a significant townscape feature. St Rose's Infant School adjoins the allotments, and being well wooded on its boundaries enhances the break in the built up area. Boxmoor School provides extremely valuable open space for an area that is outside the 400m catchment area of Boxmoor and Northridge Park.*
- 116.23 *Of the remaining areas of open land, South Hill School playing fields provide the only substantial break in the housing along the west side of the*

*Gade Valley, while Eastbrook School is a valuable open area in the residential area bounded by St Agnell's Lane and Washington Avenue.*

116.24 **Berkhamsted**

*Berkhamsted is located in the steep-sided valley of the Bulbourne. The Grand Union Canal (and land adjoining) provides a continuous route along the valley floor, while open land on the valley sides helps break up the general mass of urban development. Unlike the planned town of Hemel Hempstead Berkhamsted is deficient in terms of leisure space provision, with only 1.5 ha leisure space per 1000 population compared with the standard of 2.8 ha per 1000. All the open land provision in Berkhamsted could therefore be justified on the basis of the standards.*

116.25 *The main features of the town's open land strategy are:*

- (a) the leisure spaces adjoining the Grand Union Canal close to the town centre, Canal Fields and The Moor, lying within the conservation area: the latter contributes greatly to its setting and views of Berkhamsted School in particular;*
- (b) Butts Meadow recreation ground, allotment gardens and playing fields of Berkhamsted Girls School stretching up the valley side off Kings Road, the largest single open area in the town;*
- (c) the areas around New Road contributing to the Northchurch Conservation Area and the setting of the canal and the River Bulbourne.*

116.26 *Of the remaining areas of open land, Westfield School at the foot of Durrants Lane is in a location where it could help to reduce the shortage of leisure space south of the busy A4251; St Thomas More and Greenway Schools' playing fields would also improve the distribution of open space near the top of the valley side with the additional advantage of adjoining a footpath link; Lagley Meadow serves higher density housing near the valley floor; the cemetery adjoining Three Close Lane, though walled, provides a further secluded quiet area; the allotment gardens by the railway line are potential reservoirs of leisure space should they become disused.*

116.27 **Tring**

*Tring lies in a shallow valley within the Chilterns. Whilst it has 2.2 ha of leisure space per 1,000 population it has a particular shortage of informal leisure space.*

116.28 *The main features of the open land strategy are as follows:*

- (a) the green chain leading from St Peter and St Paul Church to the northern edge of the town - the southern part of the chain at Pond*

*Close contributes to the setting of the Church (a Grade 1 Listed Building) and the conservation area and provides a buffer between the town centre and residential areas. The green chain also provides a valuable pedestrian route;*

- (b) the extensive woodland and lake at Dundale which is a prominent townscape feature. It is especially valuable for nature conservation, purposes due to its unmanaged state and is a designated Wildlife Site;*
- (c) the wedge of school playing fields, allotments and leisure space between Mortimer Hill and Grove Road, which divides the older residential areas around Brook Street from the more spacious development of the Grove Road area;*
- (d) Miswell Lane open land which provides a substantial leisure space area serving the western part of the town and includes part of Goldfield School grounds;*
- (e) the northward vista to Tring Mansion and the open areas around it, including the area between it and the Museum and the Memorial Garden which contribute to the setting of the conservation area.*

116.29 *Of the remaining areas of open land, Dundale School on Betty's Lane marks the break between the mainly detached and semi detached housing of the Dundale/Christchurch Road area and the 1970's Silk Mill\_Estate. Bishop Wood School provides a continuation of the Pond Close "buffer" between the town centre and residential areas.*

116.30 ***Bovingdon***

*Bovingdon has deficiencies in both formal and informal leisure space, particularly the latter. Two contrasting areas on either side of Church Lane form a green wedge to open countryside and have been designated as open land.*

116.31 *The school playing fields unofficially help to meet the need for informal play space in the centre of the village, and the adjoining bowling green contributes to the leisure space standard. St Lawrence's churchyard provides the setting for the Grade II\* listed building and contributes to the character of the conservation area.*

116.32 ***Kings Langley***

*Kings Langley's historical development has resulted in significant areas of open land being retained within its built-up area.*

116.33 *The main area of open land comprises Kings Langley Common, the cricket ground and junior school grounds on the upper western side of the Gade Valley and contributes to the open valley side/ridge line. The cricket ground contributes to the setting of a conservation area as does the south eastern*

corner of the Common which faces two listed buildings. The majority of the Common is densely wooded and of importance for wildlife and informal recreation. The cricket ground contributes to leisure space standards and the junior school playing fields could potentially meet a need for children's play facilities. To some extent the area forms a green wedge to open countryside with Hill Farm and the former priory site opposite.

116.34 *The Nap (although on the lower slopes of the Gade Valley) is prominent in cross valley views, and contributes to leisure space standards. It is the main area of informal open space east of the High Street and contributes to the setting of the conservation area. The open land area also includes the bowling green.*

116.35 *All Saints Churchyard mainly provides a setting for the Grade II\* listed church and contributes to the setting of the conservation area. It does not contribute to meeting leisure space standards, but contains a small seating area in an ornamental garden.*

116.36 *The final open land area consists mainly of "islands" of scrub and grassland between the Grand Union Canal, its overflow channels and the River Gade between Mill Lane and Water Lane bridges. There is no public access to the area, whose importance lies in its contribution to the character and environmental quality of the canal and its value as a wildlife corridor.*

116.37 **Markyate**

*The village of Markyate originated as a coaching stop on the A5 and like Berkhamsted has shortages of both formal and informal leisure space. The main open areas within the village boundary are the children's playground (beside the village hall) and Peggy's Field which meet leisure space needs, and the wide wooded verge in Pickford Road, part of which is within the Cheverell's Green Wildlife Site. The small areas of amenity space at Roman Way, Long Meadow and the junction of Pickford Road and Sebright Road do not meet the open land criteria, but are important in the village context.*



**HEMEL HEMPSTEAD OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only

**E** Edge of Countryside  
Green Entry to the Town

Green Wedge

Green Chain

Route Corridor

River Valley

Open Ridge or Valley Side (including Prominent Slopes)

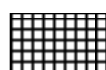
Woodland

Leisure Space Proposal in the Plan



Open Land and Neighbourhood Open Space or Area with Special Character

1. Leverstock Green
2. Nash Mills
3. Bennetts End
4. Adeyfield
5. Highfield
6. Woodhall Farm
7. Grovehill
8. Warners End
9. Chaulden
10. Gadebridge
11. Green End
12. Billings End

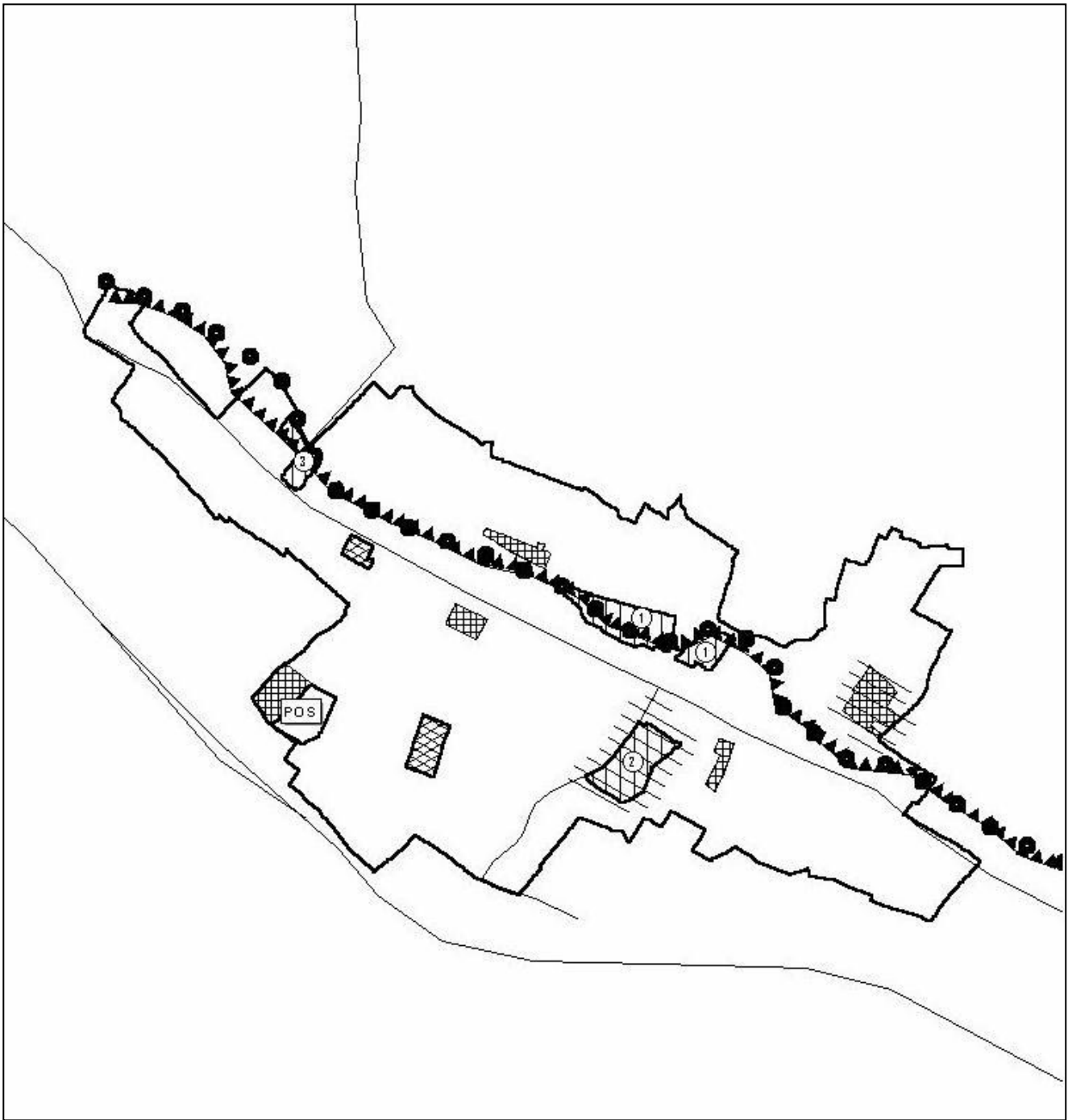


Open Land (designated under Policies 9 and 116 in the Plan)






Neighbourhood or Land Use Delineation




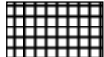


**BERKHAMSTED OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only

-  Edge of Countryside
-  Route Corridor
-  River Valley

 Open Ridge or Valley Side (including Prominent Slopes)

 Open Land (designated under Policies 9 and 116 in the Plan)



Open Land and Neighbourhood Open Space or Area with Special Character

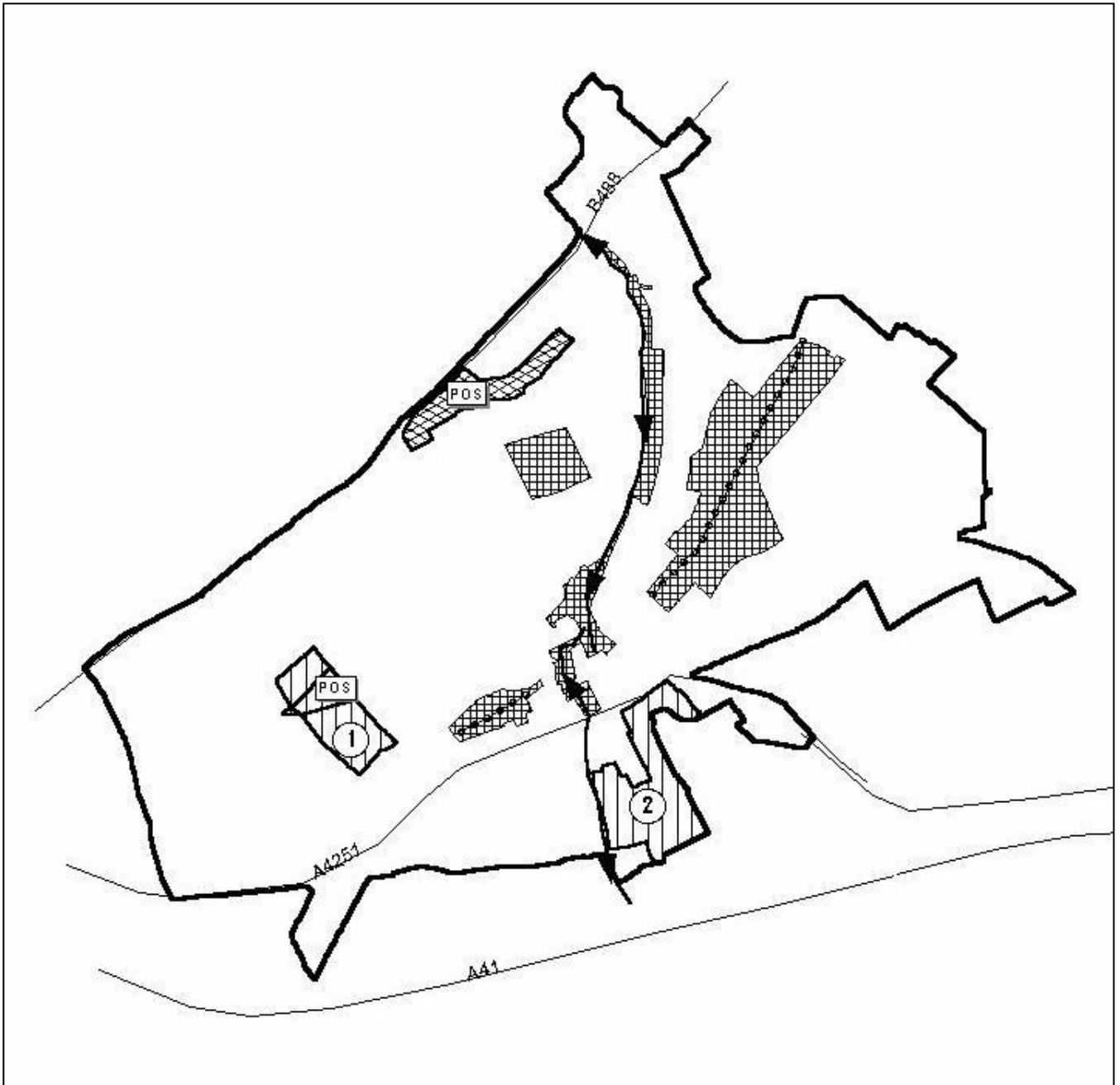
1. Adjoining Grand Union Canal
2. Kings Road
3. Northchurch



Open Land and Open Land Site meeting a leisure Space Deficiency



Leisure Space Proposal in the Plan



**TRING OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only

— Edge of Countryside

▨ Open Land and Woodland

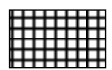
→ Green Chain

⊖ ⊖ ⊖ Neighbourhood or Land Use Delineation



Open Land and Neighbourhood Open Space or Area with Special Character

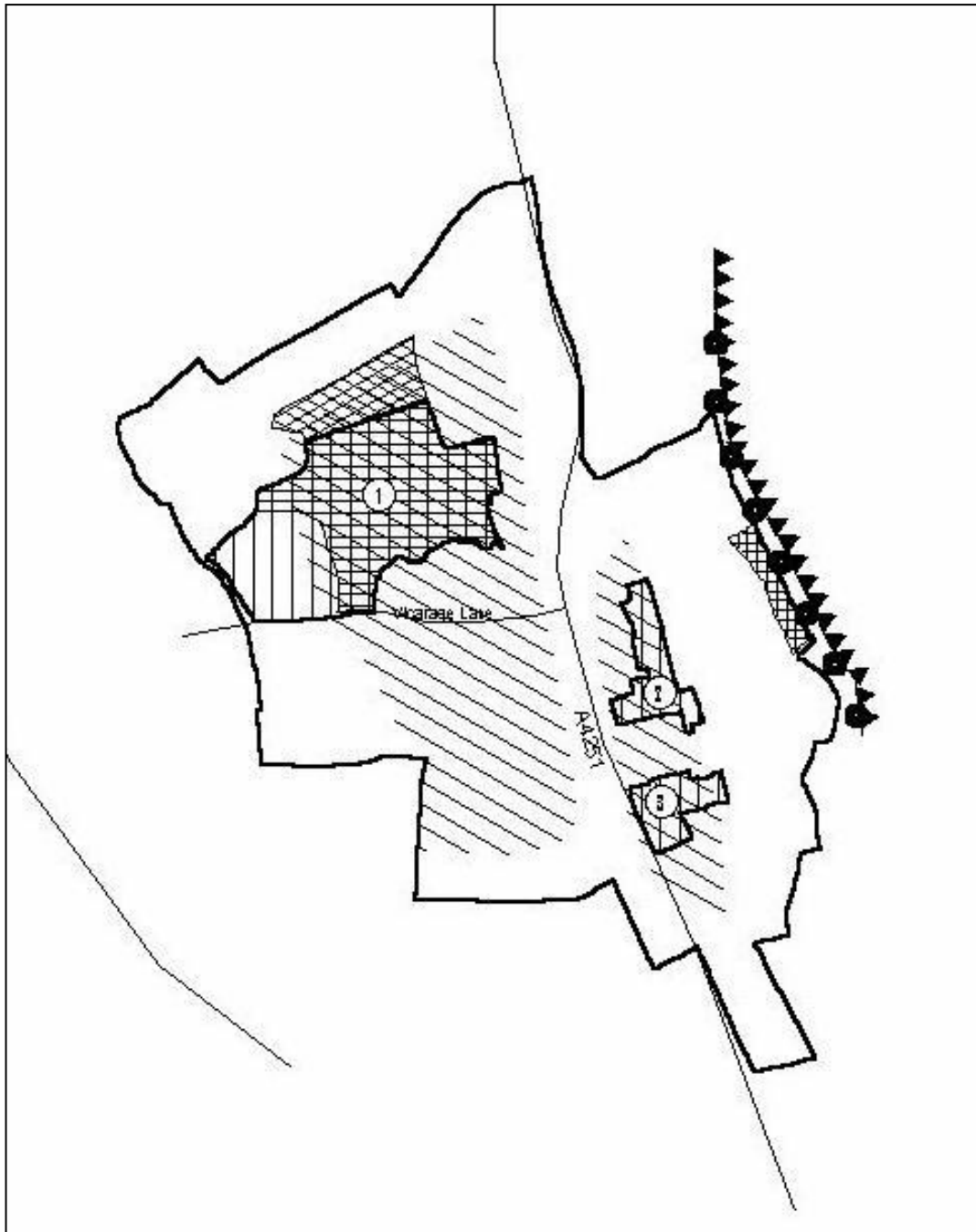
- 1. Miswell Lane
- 2. Museum / Mansion / Memorial Garden



Open Land (designated under Policies 9 and 116 in the Plan)



Leisure Space Proposal in the Plan



**KINGS LANGLEY OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only

— Edge of Countryside

▬▬▬ Woodland

●●● Route Corridor

▲▲▲ River Valley

▨▨▨ Open Ridge or Valley Side (including Prominent Slopes)



Open Land and Neighbourhood Open Space or Area with Special Character

1. Adjoining Grand Union Canal
2. Kings Road
3. Northchurch



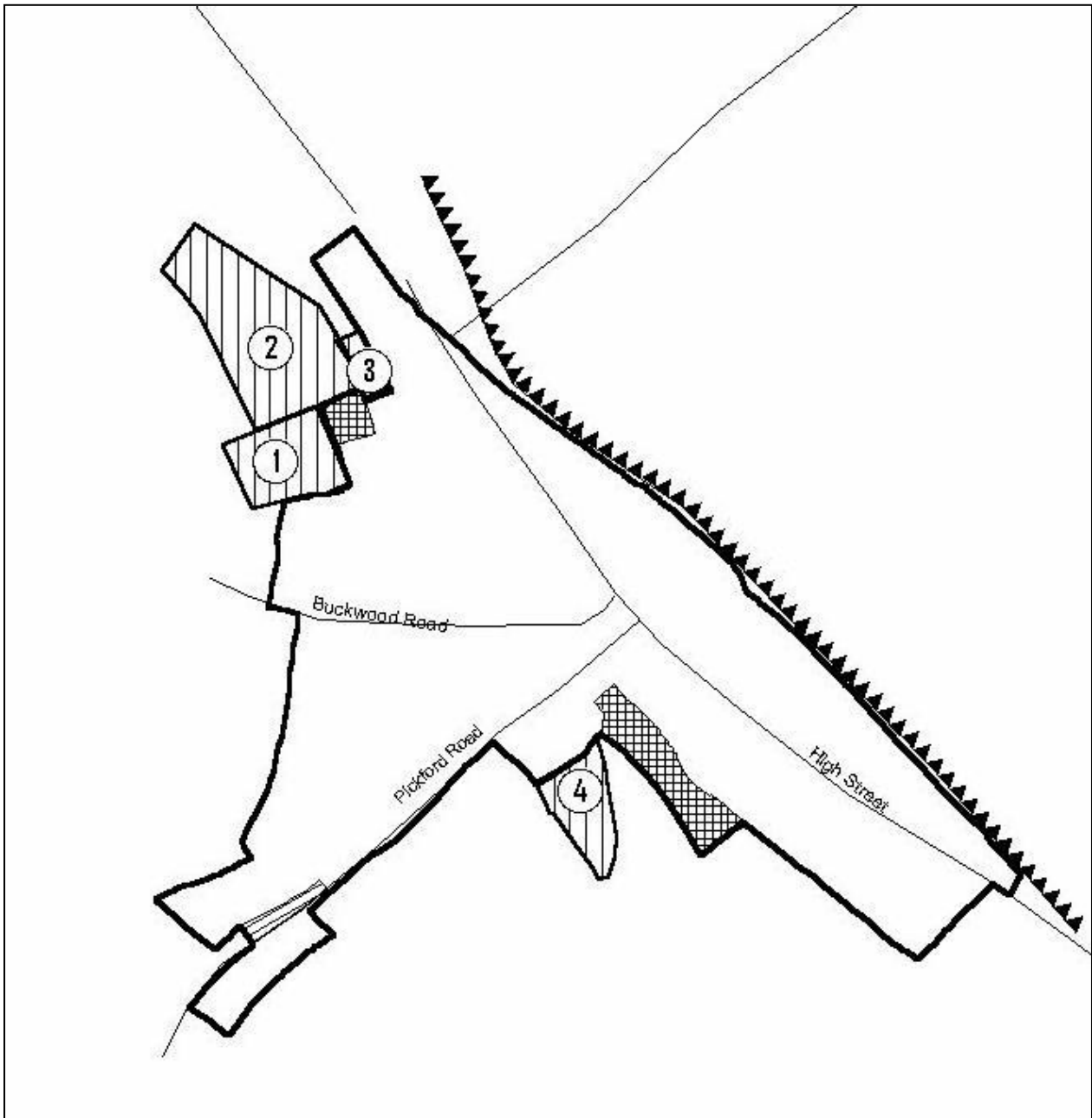
Open Land and Open Land Site meeting a leisure Space Deficiency



Open Land (designated under Policies 9 and 116 in the Plan)



Leisure Space Proposal in the Plan



**MARKYATE OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only



Open Land (designated under Policies 9 and 116 in the Plan)

— Edge of Countryside

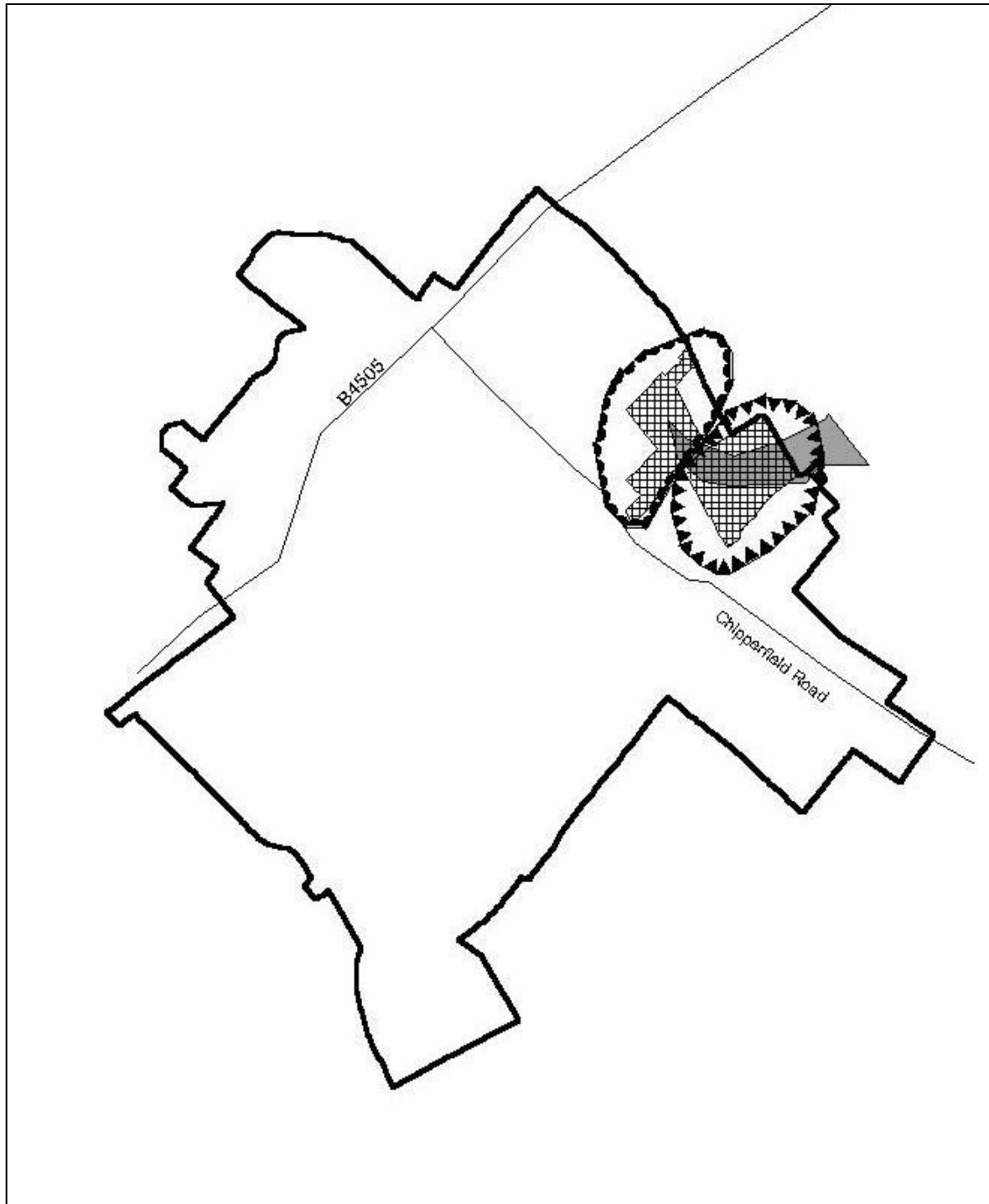


Open Land uses outside the village boundary

▲▲▲ River Valley

1. School
2. Football and Cricket Clubs
3. Cemetery
4. Allotments

▨ Woodland



**BOVINGDON OPEN LAND STRATEGY**

Diagrammatic for illustrative purposes only



Open Land (designated under Policies 9 and 116 in the Plan)



Edge of Countryside



Open Land Site meeting a Leisure Space Deficiency



Green Wedge



Neighbourhood Open Space or Area with Special Character St Lawrence's Churchyard

## **POLICY 117 AREAS OF SPECIAL RESTRAINT**

**Land reserved for future development will be treated as an Area of Special Restraint until such time as it needs to be released for building (also see Policy 17 in respect of the housing land supply). In the Areas of Special Restraint planning permission will be given for:**

- (a) uses and development associated with open land (see Policies 9 and 116); and**
- (b) temporary uses which do not prejudice the appropriate future building development.**

### **Reasons**

- 117.1 The housing land reserve should be properly used and managed.
- 

## **POLICY 118 IMPORTANT ARCHAEOLOGICAL REMAINS**

**Planning permission will not be granted for development which would adversely affect scheduled ancient monuments or other nationally important sites and monuments, or their settings. English Heritage will be consulted on all planning applications affecting Scheduled Ancient Monuments.**

**On archaeological sites or monuments of more local importance and their settings, physical preservation in situ will be the preferred option and applications may be refused. The County Archaeological Group will be consulted on all planning applications affecting areas of archaeological significance and archaeological potential.**

**Where advice indicates that a proposed development will affect remains of archaeological significance or areas of archaeological potential, developers will be expected to provide the results of an archaeological evaluation as part of their planning application.**

**Where the Council considers that physical preservation of archaeological remains in situ is not merited, planning permission will be subject to satisfactory provision being made for excavation and recording. Conditions and/or agreements will be used to secure the following work, depending on the nature of the site:**

- (a) an adequate archaeological excavation of the site prior to the commencement of the works; and/or**
- (b) the observation of archaeological experts of the site works as they progress; and/or**

- (c) the recording of remains by archaeological experts and the publication of the results; and/or
- (d) the provision of facilities, including access over an agreed period of time; and/or
- (e) such other measures as may be necessary to protect the archaeological integrity of the site.

Where appropriate the Council will encourage the enhancement of archaeological remains and their settings.

Scheduled Ancient Monuments and known areas of archaeological significance are listed below and shown on the Proposals Maps. The lists are subject to continual review and further sites may be added within the Plan period.

#### Scheduled Ancient Monuments

NO.	NAME
27a	Grim's Ditch (or Gryme's Dyke), Berkhamsted
27b	Grim's Ditch (or Gryme's Dyke), Berkhamsted
28a1	Grim's Ditch (or Gryme's Dyke), Woodcock Hill, Northchurch
28a2	Grim's Ditch (or Gryme's Dyke), in Northchurch Parish
28b	Grim's Ditch (or Gryme's Dyke), section extending 969 metres north-west from Smart's Wood, Wigginton
28c	Grim's Ditch (or Gryme's Dyke), section extending 1 mile 740 yds east from Longcroft, Tring
33	Highfield Tumulus, Hemel Hempstead
55	The Charter Tower, Hemel Hempstead
70	Deserted Village of Tiscott, Tring
76	Roman Settlement in Gadebridge Park, Hemel Hempstead
82	Wood Lane End Roman site, Hemel Hempstead
84	Royal Palace (site of), Kings Langley
85	Dominican Priory (site of) (excluding inhabited parts), Kings Langley
88	Site of Roman buildings north of Berkhamsted Castle
91	Roman settlement at the Cow Roast Inn, Northchurch
102	Romano-British settlement and earthworks on Berkhamsted Common, Northchurch
103	Settlement of St Mary's Church, Puttenham, Tring
107	Ardwick deserted medieval village, Tring
126	Stool Baulk, Aldbury
11516	Little London moated site and surrounding earthwork enclosure, Kings Langley
20617/20618	Two barrows on Chipperfield Common
20619	Two barrows at Bridgewater Monument
20621	Marlin Chapel Farm moated site

- 20626 Berkhamsted Castle
- 27183/27184 Bowl barrows, 950 and 900 m SSW of Nettleden Lodge
- 27196 Bowl barrow, Turlshanger Wood, 300m SE of Northfield Grange
- 27197 Bowl barrow, Aldbury Nowers Wood
- 27916 Boxmoor House Roman Villa, Hemel Hempstead

#### **AREAS OF ARCHAEOLOGICAL SIGNIFICANCE**

- (1) Markyatecell Park
- (2) Markyate
- (3) Astrope
- (4) Puttenham
- (5) Wilstone Cropmarks
- (6) Marshcroft Lane, Tring, cropmark
- (7) Pendley Manor
- (8) Gubblecote
- (9) Wigginton
- (10) Tring
- (11) Boarscroft Farm/Alnwick Farm, Long Marston
- (12) Long Marston
- (13) Wilstone
- (14) Jockey End
- (15) Great Gaddesden
- (16) St Margaret's Farm, Great Gaddesden
- (17) Nettleden
- (18) Flamstead
- (20) Gaddesden Row
- (21) Berkhamsted
- (22) Grim's Ditch, Berkhamsted
- (23) Cow Roast
- (24) Hamberlins Lane, Northchurch
- (25) Marlin Chapel Farm, Berkhamsted
- (26) Tring Station
- (27) Brick Kiln Cottage, Berkhamsted Common
- (28) Ashridge
- (29) Aldbury
- (30) Northchurch Common (first site)
- (31) Little Gaddesden Church
- (32) Frithsden
- (33) Grim's Ditch, Potten End
- (34) Gadebridge Park
- (35) Boxmoor
- (36) High Street, Hemel Hempstead
- (37) Queensway, Hemel Hempstead
- (38) Wood Lane End, Hemel Hempstead
- (39) Chipperfield Common
- (40) Barnes Lodge, Hempstead Road
- (41) Priory, Kings Langley



- (42) High Street, Kings Langley
- (43) Little London moated site and surrounding earthwork enclosure, Kings Langley
- (44) Miswell Farm, Tring
- (45) West Leith, Tring
- (46) Northchurch Common (second site)
- (47) Hudnall Common
- (48) Bury Farm, Bovingdon
- (49) North west of Lower Gade Farm, Hudnall Corner, cropmarks
- (50) Hill and Coles Farm, Flamstead, cropmarks
- (51) East of New Wood, Flamsteadbury, cropmarks
- (52) Apsley Manor, A41
- (53) Stoney Lane/Broadway Farm A41
- (54) Chesham Road, Berkhamsted A41
- (55) Oakwood, Berkhamsted A41
- (56) Pea Lane, Northchurch A41
- (58) East of Hogtrough Wood, Flamstead
- (59) Piccotts End
- (60) Bovingdon Green
- (61) Leverstock Green

#### Reasons

- 118.1 Archaeological sites and finds form a fundamental part of our heritage. They are valuable culturally, educationally, as recreational attractions and as features of local pride and interest. Care must therefore be taken to ensure that they are not needlessly or thoughtlessly destroyed.

#### *Background*

- 118.2 *Scheduled monument consent is required for any development liable to affect a Scheduled Ancient Monument in addition to any planning permission required for development. The Secretary of State for Culture Media and Sport is responsible for determining applications for scheduled monument consent, in consultation with English Heritage.*
- 118.3 *PPG16: 'Archaeology and Planning' clearly states that the preservation of archaeological remains in situ is nearly always the preferred option. Sympathetic design including the careful siting of landscaped and open areas, use of foundations which avoid disturbing remains, or raising ground levels can secure preservation of remains. Excavation is expensive and time-consuming and destroys evidence apart from removable artefacts.*
- 118.4 *Developers are advised to contact the County Archaeological Group at a very early stage, preferably before submitting a planning application. If the site is archaeologically sensitive, the developer may wish to commission an archaeological assessment by a professionally qualified archaeological organisation or consultant. If it emerges that important archaeological remains may exist, the planning authority may request that the developer arrange for an archaeological field evaluation before any decision on the*

*planning application is made, normally a rapid and inexpensive operation involving ground survey and small scale trenching. The information will indicate the weight to be attached to the preservation of the remains and the options for minimising or avoiding damage.*

- 118.5 *If the developers fail to provide such information, they may be directed to do so and permission may be refused for inadequately documented proposals. In the absence of developer documentation, the Borough Council will seek archaeological advice from the County Council's Archaeological Group and applicants may be asked for more detailed information or to carry out an evaluation.*
- 118.6 *A detailed survey of historic urban areas in Hertfordshire is being undertaken by the County Council's Archaeological Section, as part of the English Heritage Extensive Urban Survey Programme. The project will eventually cover the areas of Berkhamsted, Hemel Hempstead Old Town, Tring and Cow Roast. The aim is to learn more about the survival and character of archaeological remains in these areas and to improve policies for their protection and management.*
- 118.7 *The list of Areas of Archaeological Significance does not include numbers 19 and 57.*
- 

## **POLICY 119      DEVELOPMENT AFFECTING LISTED BUILDINGS**

**There is a general presumption in favour of the preservation of listed buildings of special architectural or historic interest. Proposals for the demolition or replacement of a listed buildings will not be permitted without the strongest justification, taking into account:**

- (a) the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its current use;**
- (b) whether genuine efforts have been made without success to continue the present use or to find compatible alternative uses for the building;**
- (c) the merits of alternative proposals for the site, such as where proposed works would bring substantial benefits to the community.**

**The following issues will be taken into account in considering all applications for listed building consent:**

- (i) the importance of the building, its intrinsic architectural and historic interest and rarity in both national and local terms;**

- (ii) the particular physical features of the building which justify its inclusion in the list;**
- (iii) the building's setting and its contribution to the local scene; and**
- (iv) the extent to which the proposed works would bring substantial benefits for the community.**

**Changes of use and the need for them must be compatible with the fabric, interior and setting of the listed building.**

**The following measures will be used, where appropriate, to ensure the retention of listed buildings:**

- (a) advice and financial assistance to be given on the repair and maintenance of listed buildings;**
- (b) the serving of a Repairs Notice under section 48 of the Planning (Listed Buildings and Conservation Areas) Act 1990;**
- (c) the execution of works considered urgently necessary for the preservation of a listed building under section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990;**
- (d) the compulsory acquisition of a listed building in need of repair under Section 47 of the Planning (Listed Buildings and Conservation Areas) Act 1990;**
- (e) in exceptional circumstances, the granting of permission for a non-conforming use of a listed building provided it can be clearly demonstrated that it would be the only viable means of securing the retention of the building; and**
- (f) the sensitive application of building regulations where normal building methods and standards would not result in the preservation and/or enhancement of the special character of a listed building (unless this would be prejudicial to public safety).**

**Consent to alter or extend listed buildings will only be granted where it can be satisfactorily demonstrated that the proposal will be carried out in a manner appropriate to the scale, proportion and external and internal appearance or historic character of the building to which it relates. Developers may be required to submit information in the form of an impact assessment of the development before the planning application is determined.**

**Every effort will be made to ensure that any new development liable to affect the character of an adjacent listed building will be of such a**

scale and appearance, and will make use of such materials, as will retain the character and setting of the listed building.

In considering applications for listed building consent, the treatment of the building's interior will be given particular consideration. Proposals involving the loss of internal architectural features of the building or works adversely affecting its special character and interest will be resisted. As such the sub-division of historically and architecturally important rooms and gardens should be avoided.

The conversion of listed farm buildings (in particular timber framed barns) to residential use will not be permitted unless it can be satisfactorily demonstrated that the conversion will not adversely affect the character and appearance of the building.

In certain circumstances a condition may be attached to a listed building consent requiring a suitable programme for the recording of features that would either be destroyed or could be revealed during the course of the work.

The Council will consider the use of listed building enforcement action where a breach of listed building control has been identified and it is considered that work of demolition, alterations or extension results in harm to the character of a building which is of special architectural or historic interest.

Reference should also be made to the general advice provided in Supplementary Planning Guidance 'Development in Conservation Areas or Affecting Listed Buildings'.

#### Reasons

- 119.1 The protection, maintenance and improvement of individual listed buildings is important not only because of their intrinsic merit but also because of the contribution they make to the quality of the environment and, in particular, the special character of the older parts of the towns and villages in Dacorum.
- 119.2 Advice and assistance, as well as statutory powers, are important in safeguarding listed buildings and, particularly, in ensuring that they do not fall into such a state of disrepair that demolition becomes an economically attractive option.

#### Background

- 119.3 *The Council supports the work of the Hertfordshire Building Preservation Trust and is represented on its Board of Directors. The Trust gives advice on historic buildings and organises design seminars and workshops. Registers of buildings at risk and specialist craftsmen have been prepared. Some listed buildings are owned and being restored by the Trust. The Council has its own scheme of grant aid for repairs to historic buildings.*

## **POLICY 120 DEVELOPMENT IN CONSERVATION AREAS**

**There is a presumption against the demolition of any building that contributes to the character of a conservation area.**

**Consent to demolish will not be granted unless it can be proved that the building or structure is incapable of satisfactory repair to ensure a continued and viable use and that replacement which satisfactorily contributes to the character of the conservation area is secured.**

**New developments or alterations or extensions to existing buildings in the conservation areas will be permitted provided they are carried out in a manner which preserves or enhances the established character or appearance of the area. Development proposals outside a conservation area which affect its character and setting will be considered likewise. Each scheme will be expected to:**

- (a) respect established building lines, layouts and patterns. In particular, infilling proposals will be carefully controlled;**
- (b) use materials and adopt design details which are traditional to the area and complement its character;**
- (c) be of a scale and proportion which is sympathetic to the scale, form, height and overall character of the surrounding area;**
- (d) in the case of alterations and extensions, be complementary and sympathetic to the established character of the building to be altered or extended; and**
- (e) conform with any design guides for conservation areas prepared by the Council.**

**Within a conservation area, applicants are encouraged to submit detailed planning applications. Planning permission may be refused if insufficient detail is provided in applications to judge the impact of the proposed development on the conservation area.**

**A high standard of advertisement design is expected (see Policy 112).**

**Statutory undertakers and local authorities will be encouraged to recognise the importance of conservation areas when providing articles such as street furniture, highway signs, paving materials, lighting and overhead lines.**

**The designated conservation areas are listed below. Within the Plan period consideration will be given to further areas of architectural or historic interest which may merit designation as conservation areas and to the review of all existing conservation area boundaries.**

## SCHEDULE OF CONSERVATION AREAS

**Aldbury  
Berkhamsted  
Bovingdon  
Chipperfield  
Dudswell  
Flamstead  
Flaunden  
Frithsden  
Great Gaddesden  
Hemel Hempstead  
Kings Langley  
Little Gaddesden  
Long Marston  
Markyate  
Nettleden  
Northchurch  
Piccotts End  
Potten End  
Ringshall  
Tring  
Water End  
Wilstone  
Winkwell**

**In considering applications for development in conservation areas the Council will take account of the Character Statements for Berkhamsted, Hemel Hempstead High Street and Potten End Conservation Areas, which have been issued as Supplementary Planning Guidance, and any similar statements that are subsequently prepared for other Conservation Areas within the Borough. Reference should also made to the general advice provided in Supplementary Planning Guidance 'Development in Conservation Areas or Affecting Listed Buildings'.**

### Reasons

- 120.1 Designation as a conservation area provides the opportunity to preserve or enhance an area of architectural or historic interest by controlling building demolition and the design, scale and proportions of extensions and new development, as well as the type and colour of materials used.

### *Background*

- 120.2 *Conservation area is the commonly used term for an area of special architectural or historic interest. It is the Council's duty, as local planning authority, to identify and designate such areas. Designation and review of conservation area boundaries are carried out through procedures which are separate from the Local Plan. The boundary of Water End Conservation*

*Area was amended and the Potten End Conservation Area designated in March 1997. The Local Plan shows conservation area boundaries as at 1 April 2003.*

- 120.3 *Conservation area policy is applied to development proposals in addition to the criteria listed in other policies in the Plan, for example the land use considerations in Policy 9 and the general quality of design in Policy 11. Policy 120 is intended to achieve a higher standard and quality of development than elsewhere - whether a town or local centre, a village or a residential area.*
- 120.4 *Character Statements (with area-specific policies or enhancement proposals as appropriate) have been prepared for Berkhamsted, Hemel Hempstead High Street and Potten End Conservation Areas. The Borough Council will extend the production of such statements to other conservation areas during the Plan period.*

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## **POLICY 121 THE MANAGEMENT OF CONSERVATION AREAS**

**The following measures will be used, where appropriate, to ensure the protection and enhancement of conservation areas:**

- (a) directions under Article 4 of the Town and Country Planning (General Permitted Development Order) 1995;**
- (b) the preparation of general policy statements and design guidance for conservation areas;**
- (c) the promotion of environmental enhancement schemes for conservation areas; and**
- (d) the sensitive application of building regulations where the character of a building in a conservation area will be adversely affected by normal methods and standards (unless this would be prejudicial to public safety).**

### Reasons

- 121.1 There is a need to control inappropriate types of permitted development which would be detrimental to a conservation area.
- 121.2 With the co-operation of the various interested parties, both public and private schemes can be prepared and implemented which would positively enhance the character of conservation areas. These could include such measures as the undergrounding of overhead wires, the introduction of new paving materials and street furniture and the co-ordination of building decoration. For example, comprehensive High Street Improvement Schemes have been carried out in Berkhamsted and Tring.

### *Background*

- 121.3 *The Borough Council entered into Conservation Area Partnerships with English Heritage for the Berkhamsted and Hemel Hempstead High Street Conservation Areas. Following the preparation of Character Appraisals and Action Plans, the Partnerships involved funding an agreed programme of work to protect and enhance the conservation areas over a set number of years and ended in 1999.*
- 121.4 *The Berkhamsted Urban Design Study (BUDS) began in 1998 when the building of the new Waitrose store exposed the backyards of properties along Lower Kings Road and High Street. The general aim was to improve the appearance of the area and to strengthen links between Waitrose and the rest of the town centre. This has mainly been achieved by grants (50% of the cost of works up to £10,000) towards the costs of external repairs or enhancement of the external appearance of individual properties. The project also included improved signage and information and creation of a pedestrian route along the Waitrose service road with links to High Street.*
- 

## **POLICY 122 ENERGY EFFICIENCY AND CONSERVATION**

**New development should incorporate appropriate energy efficient measures through:**

- (a) building design;**
- (b) site layout; and**
- (c) landscaping.**

**For larger developments combined heat and power plants may be appropriate.**

### Reasons

- 122.1 The demand for energy can be reduced through more efficient use, and the introduction of conservation measures in the design and layout of buildings.

Up to 70% of the energy from the fuel used in conventional power stations is lost as waste heat. Local small scale combined heat and power plants are more efficient because, among other things, they use the heat by-products to heat nearby housing or facilities.

### *Background*

- 122.2 *The Building Research Establishment's Environmental Assessment Method (BREEAM) sets out principles for designing and constructing sustainable buildings.*



- 122.3 *Examples of appropriate measures could include use of materials to limit heat loss, efficient internal layout, natural lighting, orientation of buildings, and planting to provide shelter from prevailing winds.*
- 122.4 *The Council intends to produce Supplementary Planning Guidance on Energy Efficiency and Conservation.*
- 

## **POLICY 123 RENEWABLE ENERGY**

**Proposals for the development of appropriately sited renewable energy sources will be supported in principle having regard to the:**

- (i) impact on features or areas of landscape, nature conservation or historical importance;**
- (ii) traffic generation;**
- (iii) noise; and**
- (iv) pollution emissions.**

### *Reasons*

- 123.1 Renewable energy developments reduce dependence on fossil fuels which are a finite resource and contribute to climate change. Renewable sources also bring opportunities for increased diversity and security of power supplies.
- 123.2 Although producing 'clean' energy, renewable energy developments have their own environmental consequences which require careful consideration, in particular the processing of bio-mass material, the spatial needs of viable short rotation coppicing and the transport of material.

### *Background*

- 123.3 *Renewable energy can be generated from windpower; wave, tidal and solar sources; photovoltaics; hydro generation; biomass (energy from forestry or crops); and some forms of waste (incineration). The Eastern Region Renewable Energy Planning Study (ETSU 1997) identifies the best potential renewable sources for Hertfordshire as solar, waste and biomass. Use of waste would conflict with the hierarchy of minimisation, re-use and recycling.*
- 123.4 *The UK government is committed to securing 10% of electricity demand from renewable sources by 2010, and to double this by 2020 (Energy White Paper 2003). Funds for projects are available from the Department of Trade and Industry, DEFRA, the England Rural Development Plan Energy*

**POLICY 124 WATER CONSERVATION AND SUSTAINABLE DRAINAGE SYSTEMS**

**When assessing development proposals, regard will be had to Sustainable Drainage Systems (SuDS) and water conservation.**

**Where appropriate, applicants will be expected to demonstrate that they have incorporated water conservation and sustainable drainage practices into the design of their proposals. This may include:**

- a) minimising external hard surfacing and increasing the use of permeable surfacing;**
- b) encouraging run-off to infiltrate the ground and the inclusion of water holding facilities;**
- c) recycling run-off and storage of water;**
- d) facilities for reed bed treatment of grey water, either on or near site, for major developments.**

**Advice will be sought from the Environment Agency, sewerage undertakers and any other relevant bodies on the most appropriate techniques.**

Reasons

- 124.1 Planning Policy Guidance Note 25 – Development and Flood Risk (July 2001) states that consideration of flood issues should not be confined to river and coastal flood plains. Development throughout a river catchment can have a significant impact on flooding simply by increasing surface run-off.
- 124.2 Local Authorities are required to work closely with the Environment Agency, sewerage undertakers, navigation authorities and prospective developers to enable surface water run-off to be controlled near to its source through the use of sustainable drainage systems (SuDS). The Environment Agency has specific requirements relating to matters such as run-off rates.
- 124.3 Issues of water conservation and water quality are likely to become increasingly important in the light of growing pressures upon existing supplies and the possible effects of climate change.

## *Background*

- 124.4 *All building development tends to extend the area of impermeable ground, from which water runs off rather than percolating into the ground. Replacing vegetated area with buildings, roads and hardstanding and the compaction of other surfaces by vehicular movements is particularly significant in increasing both the amount and rate of run-off.*
- 124.5 *Traditional drainage techniques use an underground system of pipes to transport excess water away from the site as quickly as possible. Because this water is not treated, pollutants from built-up areas are often washed into rivers or groundwater, harming wildlife and damaging habitats.*
- 124.6 *SuDS aim to more closely mimic natural drainage processes, using softer engineering solutions and controlling surface water run-off as close to its origin as possible.*
- 124.7 *Many techniques such as the creation of soakaways, infiltration trenches, detention basins, retention ponds and wetlands will only be feasible in large scale developments. However, a number of measures, such as using permeable surfacing materials and soft planting, providing water butts and recycling 'greywater' (from washbasins, baths and showers) can be incorporated into smaller scale schemes.*
- 124.8 *The objectives of SuDS are to:-*
- *Reduce the flood risk from development within a river catchment;*
  - *Minimise diffuse pollution arising from surface water run-off;*
  - *Minimise environmental damage, such as bank erosion;*
  - *Maintain or restore the natural flow regime of the affected watercourse;*
  - *Maintain recharge to groundwater, whilst minimising the risks of pollution;*
  - *Achieve environmental enhancements, including improvement to wildlife habitats, amenity and landscape quality.*
- 124.9 *The control of surface run-off through SuDS is therefore complementary to the control of development within the floodplain (see Policy 107).*
- 124.10 *Before development commences agreement must be reached between the Council, Thames Water and developers regarding the adoption, maintenance and operation of these systems.*
- 124.11 *Further advice is contained in Appendix E of PPG25.*
-

## POLICY 125 HAZARDOUS SUBSTANCES

The storage and/or handling of notifiable hazardous substances and development involving hazardous substances will not be permitted in locations other than:

- (a) General Employment Areas where industry or storage and distribution is proposed (Policy 31);
- (b) employment areas in the Green Belt where industry or storage and distribution is permitted under Policy 32; and
- (c) sites outside towns and villages where industry or storage and distribution is acceptable as an established use (Policy 34) or as the reuse of a building (Policy 110).

Even in these locations, planning permission and hazardous substances consent will not be granted unless the Health and Safety Executive and the Environment Agency confirm that there will be no undue health risk to the site users or to the surrounding area. The Nature Conservancy Council for England will also be consulted if it appears that an area of particular natural sensitivity or interest may be affected.

Development proposals adjoining existing hazardous installations or sites where hazardous substances are present will be modified or refused so as to take fully into account the advice given by the Health and Safety Executive.

### Reasons

- 125.1 Storage and development involving hazardous substances must be strictly controlled so that the potential dangers to the public's health and safety are minimised and to prevent any unacceptable increased risks to people. Set distances may need to be maintained between existing establishments with hazardous substances and residential areas, areas of public use and areas of particular sensitivity or interest. For the same reason, development schemes adjoining hazardous substances will be controlled.

### *Background*

- 125.2 *Under the Planning (Hazardous Substances) Act 1990, hazardous substances consent must be obtained from the Council when certain hazardous substances are present.*
- 125.3 *The Planning (Control of Major Accident Hazards) Regulations 1999 set out the substances and quantities which are subject to control. Regard must also be taken of any additional technical measures in accordance with hazards involving dangerous substances.*

- 125.4 *In determining applications for hazardous substances consent, the Council must take into account the current or contemplated use of the land in question, and the use of land and any development permitted in the vicinity. Conditions may be applied to control hazardous substances, taking advice from the Health and Safety Executive.*
- 125.5 *Planning permission under the Town and Country Planning Act 1990 is also required when development (e.g. building) takes place in association with hazardous substances.*
- 125.6 *The Council, as hazardous substances authority and local planning authority, is required to consult the Health and Safety Executive and the Environment Agency on all applications, and the Nature Conservancy Council for England as appropriate, for hazardous substances consent and planning permission involving hazardous substances. This requirement also applies to planning applications within a Consultation Zone around an existing hazardous installation. Consultation Zones are determined by the Health and Safety Executive. Those in force at 1 April 2003 are referred to in the Schedule of General Employment Areas (Policy 31). The only installation not in a General Employment Area is at Fantastic Fireworks Ltd, Half Moon Lane, Pepperstock, where a 320m Consultation Zone applies.*
- 125.7 *The role of the Health and Safety Executive is to advise the Council on the nature and severity of risks presented by major hazards to people in the surrounding area. The Council expects this advice to meet the objectives of preventing major accidents and limiting the consequences of such accidents insofar as they relate to land use planning in line with Regulation 20 of the Town and Country Planning (Development Plan) (England) Regulations 1999.*
- 125.8 *Further detail is given in Circular 04/2000: 'Planning Controls for Hazardous Substances'.*
- 

## **POLICY 126 ELECTRONIC COMMUNICATIONS APPARATUS**

**Applications for permission to erect electronic communications apparatus will be assessed primarily on their effect on the visual amenity of the surrounding area. Each application will be assessed with regard to the following criteria:**

- (a) the size, colour and appearance of the apparatus;**
- (b) the topography of the area in which the application site is situated;**
- (c) the relationship with any adjoining dwelling or dwellings, together with any other buildings or structure in close proximity to the site;**

- (d) the presence of trees and other vegetation in the vicinity of the site with reference to their screening effect;
- (e) the size, form and prominence of other authorised telecommunications apparatus in the vicinity of the application site; and
- (f) the feasibility of alternative technical or operational solutions to minimise the impact on visual amenity, including the sharing of existing sites or masts, the installation of antennae on an existing building or other structure and, in residential areas, the use of retractable aerials.

In applying the above criteria to any proposals within or affecting the Chilterns Area of Outstanding Natural Beauty, conversation areas, the Green Belt, or areas of nature conservation importance, particular regard will be had to the provisions of Policies 97, 120, 4 and 102 respectively.

Applicants for new high radio masts will be expected to demonstrate that they have fully explored the possibility of erecting the antennae on an existing building, mast or other structure. Where permission is granted for any new high radio mast the Council will seek to ensure that the new mast will have sufficient spare capacity to accommodate future demand for new aerials in the locality.

The Council may seek the repositioning of a poorly located antenna installed on a building under permitted development rights.

#### Reasons

- 126.1 There is a need to control the erection of electronic communications apparatus in the interests of amenity throughout the Borough, but especially in areas of high landscape value or historical importance. The policy sets out criteria for assessing applications, whilst protecting the best and most sensitive areas, encouraging mast sharing and allowing for operational efficiency and technical requirements in line with Planning Policy Guidance Note 8: 'Telecommunications'.

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## **POLICY 127 MINERAL WORKINGS AND WASTE DISPOSAL**

Land on which mineral extraction and/or waste disposal has taken place will be permitted to be used in accordance with the development strategy (Policies 2 - 8) and the requirements of other relevant policies in the Plan.

## Reasons

- 127.1 The after-use of mineral extraction and waste disposal sites needs to be carefully controlled in order to protect the environment and ensure consistency in the application of the Council's planning policies.

## Background

- 127.2 *Mineral workings, waste disposal and subsequent land restoration are temporary uses of land, for which planning responsibility rests with the County Council (not the Borough Council). The Borough Council has responsibility for the after-use of such sites and is consulted on all planning applications for mineral workings and waste disposal.*
- 127.3 *In commenting on proposals for mineral extraction, waste disposal and land restoration, the Council will be guided by policies in the Hertfordshire County Structure Plan, the Hertfordshire Minerals and Waste Local plans and this Plan. In particular high priority is attached to the protection of residential amenity, areas of high landscape or agricultural quality and the ecological, archaeological and built heritage.*

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## **POLICY 128 PROTECTION OF MINERAL RESOURCES**

**New building or development will not be permitted where it would unnecessarily sterilise or prejudice the extraction of known mineral resources. Advice will be taken from the County Council as minerals planning authority.**

## Reasons

- 128.1 The mineral resources of Hertfordshire are part of a national resource and it is essential to protect them from development so that they can be made available when required.

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## **POLICY 129 STORAGE AND RECYCLING OF WASTE ON DEVELOPMENT SITES**

**Developers will be expected to provide adequate space and facilities for the separation, storage, collection and recycling of waste within the following major developments:**

- (a) residential developments of 100 or more dwellings;**
- (b) development, redevelopment or refurbishment of shopping centres or other retail facilities where the floorspace of existing and new development amounts to 500 sq. m. or more;**

- (c) **development, redevelopment or refurbishment for business, industrial, distribution or storage involving a net increase in floorspace of 500 sq. m. or more; and**
- (d) **major transport, leisure, recreation, tourist or community facilities.**

**All major new developments and any other proposals likely to attract large numbers of people should also provide facilities for the public to recycle waste.**

**In considering whether a development has provided adequate space and facilities in relation to this policy the Council will have regard to the different types of waste, the space and type of facilities needed and existing provision within the locality.**

Reasons

- 129.1 Reuse and recycling of materials can reduce the amount of waste for disposal.

*Background*

- 129.2 *The County Council is responsible for planning matters relating to waste management (including disposal) operations. The Hertfordshire Waste Local Plan sets out policies for the management of waste, particularly for land associated with salvaging, recovering, recycling, transferring and disposing of waste.*
- 129.3 *All development proposals however have waste management implications and give rise to waste. The Council will therefore seek to ensure that proposals for major development and those which would attract large numbers of people make appropriate provision for the storage, collection and recycling of waste in accordance with the advice in Planning Policy Guidance Note 10; 'Planning and Waste Management'.*



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**SCHEDULE OF ENVIRONMENT PROPOSAL SITES**

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*Site reference:*     **EN1**  
*Address:*           **Woodhall Wood, Hemel Hempstead**  
*Area (Ha):*         **2.1**  
*Proposal:*         **Local Nature Reserve**

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*Site reference:*     **EN2**  
*Address:*           **Nicky Line, Hemel Hempstead**  
*Area (Ha):*         **4.5**  
*Proposal:*         **Local Nature Reserve**

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**SECTION 11**  
**MONITORING AND IMPLEMENTATION**



## MONITORING AND IMPLEMENTATION

### *Monitoring the Plan*

1. The Plan contains policies and proposals to control and guide development in Dacorum. It is important to measure progress and the success of policies to ensure that the plan objectives are being achieved. Monitoring provides a way of identifying problems and indicates whether policies need to be amended to improve their effectiveness.
2. The Council already aims to produce an Annual Monitoring Report and Position Statements every six months for both housing and employment developments. However, Government guidance now places a greater importance on the monitoring process and requires a broader range of factors to be monitored, particularly on environmental matters and the achievement of sustainable development. For example, particular emphasis is currently placed upon ensuring an adequate supply of land for housing with a national target of 60% being achieved through the re-use of previous developed land. Management of the release of the land is also needed.

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### POLICY 130 MONITORING OF THE PLAN

**An effective monitoring framework will be developed as part of the continuing monitoring and evaluation of the Plan in order to assess the impact of the development strategy on local resources. As part of this process developers may be required to provide additional information to enable the Council to assess the extent to which a development will meet local sustainability objectives.**

#### Reason

- 130.1 The Council is currently expanding and developing its monitoring procedures and outputs but this work has not yet reached a stage where it can be fully reflected in the Plan. As the process develops, additional information may be required from applicants to support the monitoring of policies.

#### *Background*

- 130.2 *The monitoring is not always a precise measurement. Many policies can be quantified, for example, the amount of housing on previously developed land, or greenfield sites, the number of dwellings built, permissions given for employment or retail development, and number of listed buildings etc. Others cannot always be measured easily or numerically e.g. the re-use of local materials in developments; progress on development sites.*
- 130.3 *The monitoring process however, is evolving, with work currently being carried out on developing and refining the indicators contained within the*

*Council's draft Information Audit (January 2002). This work will take into account the best practice advice issued by the Government where it is relevant. To improve the monitoring framework the Council needs to work with Hertfordshire County Council and other relevant organisations.*

130.4 *Work on the indicators shown below is continuing and will eventually be incorporated in future Local Plan review, following the adoption of this Plan. Ultimately it is intended to develop a fuller set of indicators to cover all parts of the plan.*

130.5 *Monitoring Indicators*

*A number of key indicators have been established and are shown below. Targets are shown in brackets following the indicator. It is intended to publish the monitoring results relating to these indicators on an annual basis in the Annual Monitoring Report.*

130.6 *1. Sustainable Development*

*Objective: to ensure development contributes towards achieving sustainable development*

- Number of dwellings per hectare [85% of development achieving densities of  $\geq 30$  dwellings per hectare]*
- Density of new employment development [major new development to achieve plot ratios  $\geq 5000$  sqm per hectare]*
- Loss of designated Wildlife Sites [0% loss]*
- Use of previously developed land [65% of housing completions on previously developed land]*

130.7 *2. Development Strategy*

*Objective: to locate development to reduce the need to travel and protect the environmental assets of the Borough*

- Number of new dwellings completed by settlement [ $\leq 5\%$  outside of the named settlements in policies 2-8]*

130.8 *3. Housing*

*Objective: to ensure adequate availability of housing land and to provide for the housing needs of the Borough.*

- Housing completions compared to total required over plan period [cumulative total compared to Plan requirement]*
- Housing commitments [% not yet started]*
- Availability of housing land [progress on housing proposal sites]*
- Number of new affordable housing (completions and commitments) [cumulative total compared to Plan requirement]*

130.9 4. *Employment*

*Objective: to provide a range of employment opportunities and ensure a healthy local economy*

- *Employment completions and commitments by Use Class [cumulative B1 total compared to Policy 30 ceiling]*
- *Use of employment land [Progress on employment proposal sites]*

130.10 5. *Shopping*

*Objective: to protect the health of town and local centres, to strengthen the shopping hierarchy and encourage an appropriate mix of uses*

- *Gains and losses of retail floorspace by centre*
- *Floorspace permitted outside established centres [<15% gain]*

130.11 6. *Transport*

*Objective: to promote more sustainable travel*

- *Modal split of trips made [encouraging increasing % of non-car use]*
- *Travel to work patterns [seek a self containment ratio equal to the 1991 census figures]*
- *Parking for developments by accessibility zone [not to exceed overall Parking levels permitted for each zone to take place in zones 1, 2 and 3]*

130.12 7. *Social and community*

*Objective: to provide for a range of accessible social and community facilities*

- *Retention of social and community facilities [0% net floorspace loss]*

130.13 8. *Leisure and Tourism*

*Objective: to provide a range of facilities to meet varying leisure demands and support tourism in the Borough*

- *Retention of leisure space [0% net loss]*

### **Implementation of the Plan proposals**

- 130.14 *The Council has a major role in the successful implementation of the plan. It is used as the starting point in the consideration of any land use proposals. This includes determining planning applications and the scope of conditions and legal agreements. Enforcement action is taken where conditions are not complied with or unauthorised development occurs in accordance with The Enforcement Code of Practice.*
- 130.15 *The plan contains proposals which are judged to be realistic and achievable. However, it is recognised that circumstances can change, particularly over the life time of a plan and that other factors, for example, the economic cycle may affect the implementation of proposals. The timing (and nature) of proposals may therefore vary, giving an increased importance to this monitoring process in identifying potential land supply issues.*
- 130.16 *The rate of implementation will be affected by other Council strategies and initiatives (including Local Agenda 21, the Biodiversity Action Plan, town centre projects new community plans) and these depend upon the availability of financial resources. Achieving proposals relies to a major degree upon the development and maintenance of effective partnerships with other public, private and voluntary agencies and with developers. Most development is undertaken by the private sector, which needs to satisfy the criteria in the policies. The Council has a key enabling role to play in co-ordinating organisations to achieve the Plan policies and objectives. To assist this process, additional detailed guidance is produced from time to time in the form of supplementary planning guidance.*

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## **PART 4    AREA PROPOSALS**



**1. HEMEL HEMPSTEAD TOWN CENTRE (INCLUDING OLD TOWN CENTRE) STRATEGY**

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## **1. BACKGROUND**

- 1.1 The strategy is based on work undertaken by the Hemel Hempstead Town Centre Management Partnership and supported by regular research and health checks (by the Partnership's consultant, Donaldsons).
  - 1.2 It builds on the success of the Hemel Hempstead Town Centre Plan (included as an Inset in the Dacorum Borough Local Plan adopted in 1995) which led to a complete modernisation and facelift for the town centre.
- 

## **2. PURPOSE OF STRATEGY**

- 2.1 A town centre strategy is the means of achieving a vision of a constantly improving town centre. It will also be used to influence land use and transportation planning decisions.
  - 2.2 The strategy is also a basis for action plans - programmes of projects and activities to be undertaken by the Hemel Hempstead Town Centre Management Partnership (HHTCM), or where HHTCM will seek to influence decisions by other agencies.
  - 2.3 The strategy does not deal with specific schemes and proposals. Where known these are indicated in Part 3 of the Borough Local Plan and shown on the Proposals Map.
- 

## **3. VISION**

- 3.1 The vision is the starting point for a stronger commercial performance, a high quality environment and excitement for visitors.
  - 3.2 "Future development of the Town Centre will build on the assets of good accessibility, an attractive environment and a loyal customer base in order to create a prosperous Town Centre which offers convenience and a rewarding experience for the local community and visitors."
- 

## **4. STRATEGY OBJECTIVES**

1. To achieve a quality environment for the benefit of those who live, work and shop in the town centre.
2. To maintain a high standard of day-to-day management and security for the comfort, convenience and safety of all town centre users.
3. To provide a range of facilities and services for all age groups so as to add to the vitality and attraction of the town centre.

4. To promote, encourage and guide development and investment in order to attract new businesses and improve the viability of the town centre.
- 

## **5. STRATEGY ANALYSIS AND APPRAISAL**

5.1 HHTCM has undertaken an analysis of strengths, weaknesses, opportunities and threats (SWOT) as part of the process of understanding the influences on the town centre.

5.2 HHTCM clearly recognises that the town centre has many strengths on which to build but, whilst greatly improved in recent years, the town centre still has a number of weaknesses. The town centre has a high level of competition from within the region which, if increased, could pose a threat to the town centre's viability. There are, of course, opportunities for Hemel Hempstead itself to develop, particularly in providing more diversity.

### **5.3 Strengths**

- Large covered shopping centre
- Modern attractive pedestrianised centre
- Good range of major stores
- High level of security, including a closed circuit television camera system
- Modern covered market
- Quality foodstores
- Other attractions including the Old Town Centre and the Water Gardens
- Good access/retail servicing from major roads
- Good public transport services
- Funding commitments by the Council to undertake further improvements

### **5.4 Weaknesses**

- the town centre is elongated
- No major department store

- Limited comparison shopping offer
- Lack of specialist shops
- Lack of diversity, particularly leisure, restaurants and evening activities
- Limited weather protection in the main shopping area
- Low profile within the region
- Poor image
- Deterioration in the market's trade

### 5.5 Opportunities

- Potential customer base at Maylands Avenue area and other employment areas
- Links with Jarman Park leisure complex
- Customer care programmes
- Improvement of customer facilities
- Available development and redevelopment sites offering space for leisure, housing, retail and other town centre uses
- Better signage into and around the town centre
- Tourism potential
- Management of car parking to improve turnover of spaces
- Promotion to a wider catchment area
- Planning negotiations to provide community benefits
- Integrated transport policy

### 5.6 Threats

- Improvements to regional centres of Brent Cross, Milton Keynes and Watford
- Increased competitiveness of neighbouring towns of St Albans and Aylesbury
- New out of town complexes or foodstores



- Loss of the market (in Market Square) in the face of competition from alternatives
- Congested road network around town centre
- Loss of town centre foodstores
- Loss of trade to Sunday trading centres

### **Role of the Town Centre**

- 5.7 Market research confirms the strengths of the town centre to be in the convenience of its retail offer and attractive shopping environment. It caters for most family needs but, in order to build on these advantages, the role of the town centre must be broadened.
- 5.8 A wider range of shops and diversification into other uses, particularly leisure, will help to maximise the locational and environmental advantages of the town centre. Adding diversity and encouraging full use of buildings through for example residential development and residential occupation of floors over shops and commercial premises will bring other benefits - i.e. fuller investment and some increase in the local population living in and taking advantage of the facilities of the centre. Coupled with its accessibility and convenience, such developments will help Hemel Hempstead sustain its local attractiveness and become a destination of choice, offering distinct strengths over its competitors.

### **Town Centre Structure**

- 5.9 Hemel Hempstead benefits from a highly accessible location, close to the M1 and M25 motorways. It is served by a fast rail service to London Euston and is close to Luton Airport.
- 5.10 The 80,000 residents of Hemel Hempstead are served, not only by the town centre, but also by a series of neighbourhood (local) centres, providing convenience shopping, local services and community facilities.
- 5.11 Neighbouring towns compete for trade from the Hemel Hempstead catchment population which is why the town centre must strive to offer a competitive edge.
- 5.12 Hemel Hempstead Town Centre is over a mile long from the Plough roundabout to Queensway. It is bounded on the west side by Leighton Buzzard Road and housing areas beyond and, on the east side, by the sloping valley side which rises steeply, for example, to the hospital in Hillfield Road.
- 5.13 The town centre is therefore quite clearly defined by the geography of the area.

- 5.14 As a result, there are links between the town centre and areas around which could be more strongly reinforced. For example, people in the residential areas would benefit from more convenience stores in the town centre and office workers might find a lunchtime shopping trip more attractive, if pedestrian routes were convenient and there were opportunities for quick meals or snacks.
- 5.15 The structure of the town centre is also defined by the road network which enables through traffic to bypass the centre and vehicles requiring access to car parks and premises to circulate around the centre. This pattern does, however, tend to sever the links between the town centre and surrounding areas and pedestrian routes in particular need to be strengthened.
- 5.16 The town centre has developed a number of distinct areas or zones which have predominant land use characteristics or common themes in how they are used.
- 5.17 These zones are the basis of the town centre strategy. Detailed zone strategies are set out below but, so as not to lose sight of the strategy objectives, there are key principles underlying the proposals for each zone:
- Understanding customer needs;
  - An emphasis on customer care;
  - Flexibility in order to allow new town centre uses and mixed use developments to sustain the local economy – in particular housing uses and developments which increase the number of people living close to services and transport links will benefit the economy and environmental vitality of the town centre. In this respect and where appropriate, opportunities could arise to use vacant space above shops for housing in these zones;
  - Maximising opportunities for environmental improvement;
  - Supporting and developing an integrated transport policy.

---

## **6. TOWN CENTRE ZONES - see Zones Plan**

### **Zone 1 Old Town Centre**

- 6.1 Based around High Street and Queensway, the quality of the built environment in this zone is recognised in its designation as a conservation area, containing buildings of special architectural or historic importance.
- 6.2 It was the commercial centre of Hemel Hempstead prior to its designation as a New Town and, while the economic strength of the area has declined,

its character suggests an opportunity for quality specialist shops as well as local services for residents within the immediate catchment.

- 6.3 The evening economy in the area is obviously well developed but could be strengthened by more catering outlets and promotion of the Old Town Hall Arts Centre. Given the popularity of Gadebridge Park immediately to the west of High Street, the Old Town Centre has the potential for a stronger leisure-based economy and as a destination which complements the remainder of the town centre.

### **Zone 2 Civic, Educational and Professional, Housing**

- 6.4 Dominated by Dacorum Civic Centre and West Herts College, there is potential for the development of uses and services to serve the working and student population. These include:
- Greater use of urban space to provide a civic focus.
  - Student support services such as bookshops, stationery, photocopying etc.
  - Professional services such as accountants, solicitors, etc who already have a strong presence in the area.
- 6.5 Based on the demands of the civic, educational and professional population, this area is ideally suited to development of a lunchtime and evening economy.
- 6.6 Redevelopment could provide opportunities for a greater emphasis on housing in this area. An improved central library is needed, though this may be better located elsewhere in the town centre.
- 6.7 Investigating redevelopment options for this area has begun and is at an early exploratory stage. The Borough Council is investigating the redevelopment of the cluster of public sector buildings centred around the Civic Centre (the Civic Zone). There is potential to co-locate a host of public agency functions in Hemel Hempstead onto a single new site. This would give scope for the delivery of a more integrated service to the public and to better meet the future property requirements of the various partners.
- 6.8 As a result there may be scope to rationalise space to free up land for housing and commercial floorspace (e.g. offices, retail, leisure and for food and drink etc). Such uses could increase the attractiveness of this area of the town centre outside of its traditional civic/educational role, help promote an evening economy and build on its proximity to the complementary activities in the Old Town Centre. A development brief will be prepared for the site.

### **Zone 3 Market Area**

6.9 The area between Combe Street and Bridge Street already contains some service uses which are expected to grow as retail space in the town centre contracts. Land uses are dominated by the ASDA and Iceland foodstores and the market, which is set to be relaunched by the Borough Council. The market is faced by ever increasing competition from supermarkets, car boot sales and other alternatives. In the longer term, stall holders would benefit from being closer to the retail core. This would create space for development of a modern transport interchange on the current market site. Such a use would encourage existing traders in adjoining shops to remain as part of a range of dependent shops and services with a viable micro-economy to counterbalance the prime retail pitch further south along Marlowes.

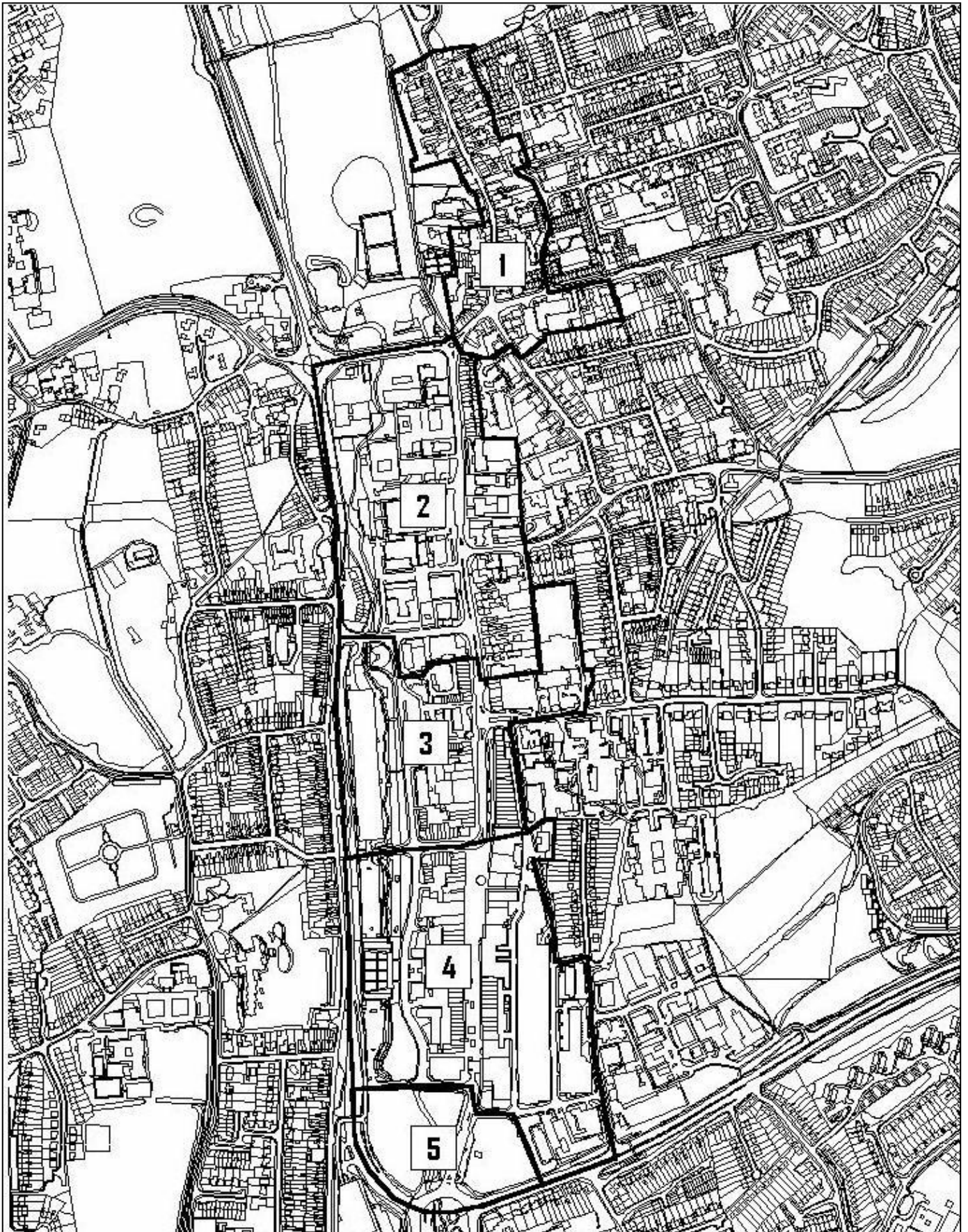
### **Zone 4 Marlowes Shopping Area**

6.10 The prime retail pitch has consolidated around the Marlowes pedestrian area and in the Marlowes Centre. Despite the expected overall reduction in retail space in the town centre as a whole, there are opportunities for modernisation and redevelopment of existing buildings and this area would be expected to remain predominantly in retail use. The range of shops should be extended to include quality fashion, speciality uses and more department/variety stores. There are also opportunities for catering outlets and leisure uses which will become an increasingly important part of the family shopping trip to Hemel Hempstead.

6.11 This also remains the area where a quality environment is essential to attract shoppers. The present pedestrian environment is excellent but could be extended to other parts of the town centre, for example, by the provision of passive activities and services in the Water Gardens which are already on a desire line between the shops and car parks.

### **Zone 5 The Plough**

6.12 Land between the Plough roundabout and Marlowes shopping area has been vacant for nearly 10 years awaiting redevelopment by the owners. The site is an important gateway to the Town Centre, capable of drawing people into the main shopping area with a range of uses, including civic and leisure uses in a high quality development. Although it is acknowledged that outline planning permissions exist for both an office development and a retail warehouse scheme, the permitted developments would be a wasted opportunity to inject vitality into the town centre and create a landmark for Hemel Hempstead (See Proposal S2 in the Schedule of Shopping Proposal Sites).



**Hemel Hempstead Town Centre Strategy**

**Scale 1:7,000**

**▲ North**

**ZONES PLAN**

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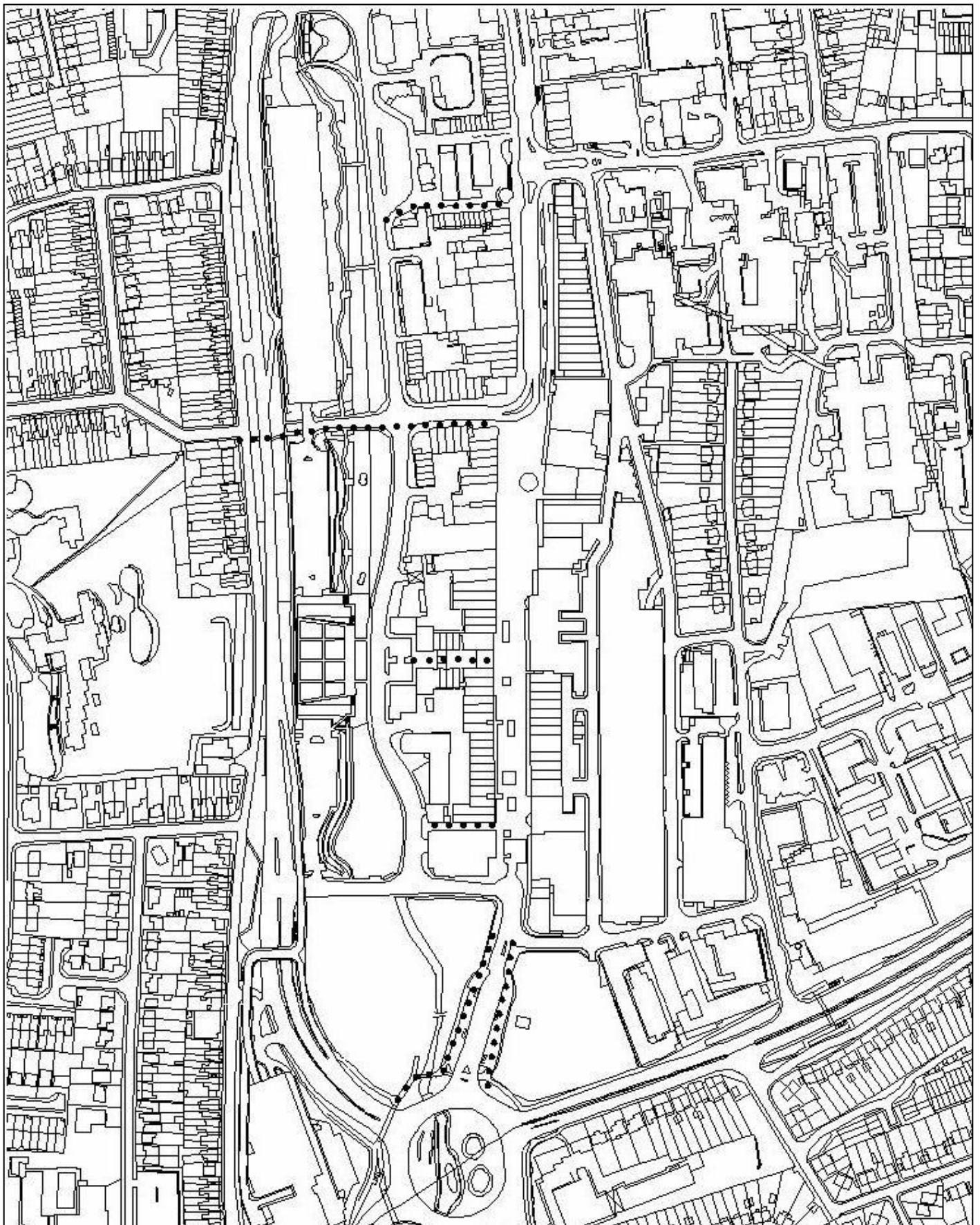
## **7. TRANSPORT**

- 7.1 An integrated transport policy will support the principles of sustainable development by encouraging alternative modes of transport to the private car. There is a continuing need to maintain and improve pedestrian routes to and within the town centre from adjoining residential areas, car parks and bus stopping points. Improved cycle routes also have a role to play. Key pedestrian routes within the town centre are shown on the diagram. The Plough site will include cycle and pedestrian facilities as part of any development and a bus link, with stops, to complement the main bus station further north in Waterhouse Street and the bus precinct in Bridge Street Marlowes. Taxis are, and will remain, an important supplement to bus services.
- 7.2 The linearity of the town centre remains a deterrent to true inter relationship in use of the various zones. This could be overcome by use of a tram-type service between the Plough and the Old Town Centre. If successful, this could be extended to provide easy access to the Town Centre from the rail station at Boxmoor.
- 7.3 Use of the car will, however, remain an essential part of the work and shopping trip for the foreseeable future. Short stay parking for shoppers should be provided as close as possible to the shops which, by definition, means provision for long stay parkers will be at more distant parts of the town centre. Introduction of car park management in accordance with the Hemel Hempstead Transportation Plan will be essential to this process. Should additional short stay car parking provision be required this will be achieved by further decking of the Water Gardens car park. However, if parking demand allows, environmental impact of car parks in the Water Gardens should be reduced by considering closure of some areas of car parking and creation of an enlarged open space. Accessibility to the town centre remains one of its assets and major roads should be signed and maintained as free flowing access routes, not only for cars but also for buses. Service developments including provision of a lunch time shuttle bus between the town centre and Maylands employment areas will be important. In the longer term, the Hemel Hempstead Transportation Plan proposes further Park and Ride services. In addition to the existing service between Gadebridge Park, the town centre and Jarman Park, new services would operate from the Maylands area and Two Waters/Apsley.
- 

## **8. THE WATER GARDENS AND RIVER GADE**

- 8.1 The River Gade, its banks and environs are not only a major asset to the Town Centre, but they also contribute to the wider environmental strategy of maintaining the river valley through the town as open land (see Policy 116 in Part 3 of the Plan). However, greater appreciation for, and public use of, this asset is possible.

- 8.2 Retention and enhancement of the Water Gardens will be a high priority. Whatever opportunities arise to maintain and enhance the linear open link alongside the Gade through the town centre between Gadebridge Park and Heath Park will be taken. Footpaths will be maintained, and new links provided.
- 8.3 Opportunities will arise through development projects, and should be treated positively - in particular at the Plough roundabout. It should be possible to continue the link through Dacorum College in the event of any redevelopment.
- 8.4 The possibility of bringing the Moor End Road (Water Gardens) car park into public open space use will be considered, but will depend on car parking need and availability.



**Scale 1:3,500**

**▲ North**

●●●●● **Pedestrian route**

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## **9 THE HEMEL HEMPSTEAD TOWN CENTRE MANAGEMENT PARTNERSHIP**

9.1 HHTCM is committed to best practice in town centre management:

- An established board (executive and working groups).
- Funding base.
- Dedicated town centre management staff.
- System of annual reports and action plans.
- Annual health checking process.

9.2 This town centre strategy redefines the vision and objectives for HHTCM and sets a basis for new projects.

9.3 The annual health check and reporting/planning process will allow update and review of this strategy.

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## **10. ACTION PLANS**

10.1 In order to implement this town centre strategy, HHTCM will produce action plans which will be programmed, costed and indicate the sources of funding. Where funds cannot be identified, the action plans will be used as part of a process of business planning to demonstrate to potential sponsors the value of activities to their organisation as well as the town centre as a whole.

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## **11. MARKETING**

11.1 Marketing is an area which is under direct HHTCM budgetary control and it is largely an implementation tool to achieve other parts of the strategy.

11.2 It does, however, have a strategic role in portraying an image of the town centre and the Hemel Hempstead offer. This would be based on raising awareness of what exists, maintaining customer loyalty and maximising the potential of the area by attracting customers and investors.

11.3 Market research will be essential to this process and, therefore, will be maintained on a regular basis.

11.4 Marketing, in the context of a town centre strategy, includes information services and promotional activities, all of which are well advanced in Hemel Hempstead and will be maintained through regularly updated marketing plans.

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## **12. FUNDING**

- 12.1 HHTCM operates with a core fund, business sponsorship of specific activities and Borough Council funding for revenue and capital projects.
- 12.2 HHTCM will continue to seek new business partners and also support the Council in its initiatives to attract European funding. The Town Centre Manager was instrumental in developing a bid for an “Academy of Service Excellence” to provide training for town centre retailers. As the project proceeds, Hemel Hempstead will be at the cutting edge of techniques to help businesses adapt to the changing needs. Other sources of funding or grants will continue to be explored.



## 2 . BERKHAMSTED TOWN CENTRE STRATEGY

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## **1. THE NEED FOR A BERKHAMSTED TOWN CENTRE STRATEGY**

- 1.1 Berkhamsted, and its town centre in particular, is experiencing an important period of change. A number of planning issues need to be addressed urgently.
- 1.2 Fulfilling a local shopping/service function has always been, and remains, the central purpose of the town centre, yet there has been little modernisation of facilities in recent years. New out-of-town and off-town centre shops are either proposed or have recently been completed and offer a serious challenge to the future of town centre shopping, and perhaps the town centre itself. Ease of access and good parking facilities for the car borne shopper are crucial considerations in planning for the future of town centre shops in Berkhamsted.
- 1.3 The long awaited Berkhamsted A41 bypass has relieved traffic pressures. A new approach to traffic management was needed to exploit this opportunity and deliver benefits, in terms of both environmental quality and the operational effectiveness of the traffic system to serve the town centre in its role as the social and economic heart of the community. In 1991 the Town was selected as one of the six towns under the Department of Environment, Transport and the Regions Bypass Demonstration Project. This gave added impetus to local efforts to exploit the traffic benefits of the bypass.
- 1.4 Relief of traffic pressures, new development pressures, and the existing very high quality built environment have combined to create new problems and opportunities in protecting and enhancing Berkhamsted's town centre environment.
- 1.5 The changes and pressures described above necessitate important decisions about the appropriate form of future development.

## **2. ORIGINS, STATUS AND FORM OF THE BERKHAMSTED TOWN CENTRE STRATEGY**

- 2.1 A detailed study of, and plan for, the town centre was prepared in the early 1970s (Berkhamsted Town Centre Map 1973). This plan was based on the expectation that the bypass would be built in the 1970s, and when this did not happen the plan became largely irrelevant. The 1973 Plan was formally abandoned when the statutory Dacorum District Plan was prepared in the early 1980s, (adopted Dacorum District Plan 1984). The District Plan provided a general planning policy framework for the Town but did not advance any detailed proposals for Berkhamsted Town Centre.
- 2.2 The Dacorum District Plan was reviewed through the Dacorum Borough Local Plan which was adopted on 12 April 1995. The Plan updated district-wide planning policies for the 1990s. Again it did not look in detail at Berkhamsted's Town Centre. It did, however, set an overall planning framework for the town for the 1990s and specifically identified the need for a separate, more detailed, "Berkhamsted Town Centre Inset Study", (see

adopted Borough Local Plan 1995, page 14, para 15 and also para 2.5 below).

- 2.3 A brief for the Inset Study was published in September 1991, (Berkhamsted Town Centre Inset Study Brief). The brief explained the basis of the work and in particular the relationship between the various agencies planning for the future of Berkhamsted Town Centre. The brief set out clearly the Borough Council's intention to produce a town centre plan based on joint work with the Department of the Environment, Transport and the Regions and Hertfordshire County Council as Highways Authorities (taking particular note of the Bypass Demonstration Project), the local town council and other interested parties.
- 2.4 The Borough Council's view was that what was needed was an overall updating of planning policy for Berkhamsted Town Centre which created a vision of the town centre's future capable of linking the immediate traffic initiatives with wider planning issues.
- 2.5 The Town Centre Plan was prepared as a detailed Inset to Part 4 (Area Proposals) of the Dacorum Borough Local Plan through the "Berkhamsted Town Centre (Inset) Plan and Related Alterations". The Inset Plan formed part of an alteration to the Dacorum Borough Local Plan (Dacorum Borough Local Plan - Alterations 1996) and was adopted on 3 June 1998.
- 2.6 The town centre strategy has been taken from this above Inset Plan.
- 2.7 Like the rest of the Local Plan, the strategy has been prepared in accordance with all relevant national and regional advice, especially that which promotes sustainable development. It thus takes account of the objectives in Planning Policy Guidance Note 6: 'Town Centres and Retail Developments' including those which seek to:
- sustain and enhance the vitality and viability of town centres
  - focus retail development in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car
  - promote town centre management.

### **3. OPPORTUNITIES FOR CHANGE**

- 3.1 The determinants of change in Berkhamsted Town Centre and the opportunities thus created can be effectively analysed by considering the town centre's **assets** and **problems**.

#### **Assets**

- 3.2 The town centre's assets are:

- a relatively prosperous economic base of shops and service uses (including offices, professional services and the private schools which are particularly important in the town);
- a good district/local centre level/range of shopping and service facilities;
- a high quality urban built environment in terms of historic, architectural and natural environment factors and the general state of environmental maintenance;
- a high quality urban-built environment in terms of visual appearance/variety and character;
- recent and continuing major infrastructure investment for traffic relief and consequent potential for social, economic and environmental benefit.

3.3 Combination of these assets creates a prosperous small country town 'feel' which most residents want to see conserved, and visitors recognise as desirable. Traffic relief allows the already strong environmental assets to be consolidated and built upon.

### **Problems**

3.4 Set against the assets are the town centre's problems:

- traffic relief by infrastructure investment has increased accessibility. Movement into and out of the town is becoming easier. This could intensify pressure for new development and change the built environment significantly. It could also affect current patterns of social/economic activity;
- a high level of dependency of the economic base on the local district centre food shopping role. Service uses feed off this role and the "linked trip" for food shopping and non-food and other service needs is very important;
- arising from the two points above is the vulnerability of the local shopping facilities to competitive out-of-town or off-centre developments, particularly modern food shopping for the car borne shopper;
- a lack of convenient modern shopping facilities which would create variety in the centre as a whole;
- environmental damage arising from high traffic flows through the town centre which cause general discomfort, air pollution, noise, pedestrian severance and accident danger;



- accessibility problems arising from traffic congestion which detract from the social and economic well being of the town centre;
- linked to the traffic problems described, a generally poor physical environment in the public street spaces of the High Street/Gossoms End;
- a relatively poor relationship between car parking provision/management and town centre facilities and needs;
- few opportunities exist for new development, road building or physical change without damage to the town centre's environmental assets;
- pressures exist for commercial and retail infrastructure development that is in conflict with, and can be out of scale with, the town centre's environmental quality, in particular its small country town character.

3.5 Together these problems revolve around the central importance of road traffic issues, the preference of the majority of people to do their shopping and business by car and the consequent local environmental and planning dilemmas that arise.

### **Issues**

3.6 Berkhamsted has been anticipating the coming of the bypass for many years. It has always been expected that this road would act as a trigger to a new phase in the town's development (see 1973 Town Centre Plan). It can be seen from the above analysis of the assets and problems of the town centre that the key issue for this strategy is how to exploit the changes arising from the bypass in such a way as to benefit the town's environment whilst ensuring the new road does not bring with it more problems than it solves.

## **4. STRATEGY OBJECTIVES**

4.1 From this analysis it is possible to define a series of general strategy objectives.

### **The Role of the Town Centre**

4.2 To sustain and revitalise the economic base of the town centre as a district level shopping/service centre with appropriate modern facilities to serve the basic needs of the town and its immediate rural hinterland.

### **Roads, Traffic and Parking**

4.3 To exploit the benefits of reduced traffic arising from the A41 bypass in such a way as to balance improvements in vehicular access to, parking in, and the environment of, the town centre. A balance must be struck between meeting the access and parking needs of residents, commuters and shoppers.

## **The Town Centre Environment**

- 4.4 To conserve and enhance the town centre environment with particular reference to retention of its appearance, character and atmosphere as a small country town centre.
- 4.5 These objectives seek to encapsulate a vision for the future of the town centre that builds on its many important assets and goes some way to addressing the problems of the 1990s post-bypass era. This vision is the basis of the Council's town centre strategy. It is hoped that the strategy will help guide change in the way that the community wishes.

## **5. PROPOSALS**

- 5.1 Policies are set out below under the main objective headings used in section 4 above.

## **5.2 THE ROLE OF THE TOWN CENTRE**

### **Shopping and Service Uses**

- 5.2.1 Berkhamsted Town Centre functions as a small district level shopping centre (approximately 8,500 sq m convenience and 10,000 sq m comparison gross retail floorspace), meeting the weekly and daily convenience (food/consumable household goods) shopping needs of the local population. The centre has a relatively small catchment population (estimated at about 23,000 persons) and the centre's convenience shops will increasingly be subject to competition from surrounding centres (in particular modern superstores meeting the needs of affluent and mobile car borne shoppers). Berkhamsted's convenience shopping facilities have in the past been vulnerable to competition as the then existing supermarkets were fairly small by modern standards; they offered a limited range of goods and were poorly provided with nearby surface car parking. However, the new convenience shopping development to the rear of the High Street (now occupied by Waitrose), sought as a proposal through the Inset Plan (see para. 2.5 above) and now implemented, has largely helped address this. The new food store will add to the retail offer of the town centre and strengthen its competitiveness. Comparison (non-food) trade in Berkhamsted is a secondary function closely linked to, and heavily dependent on, the convenience trade the centre attracts. Many people shop for comparison goods as part of a linked trip where convenience shopping is the primary motivation.
- 5.2.2 Shopping uses sustain many of the older buildings that contribute to the historic environment and special character of the town centre. The smaller specialist shops and services which feed off of the central convenience shopping function sustained by the supermarkets are crucial in this respect.
- 5.2.3 It is thus fundamental to the town centre strategy that the convenience shopping role of the town centre is protected and enhanced. This is best

achieved by a modernisation of shopping facilities in the town centre which will enable Berkhamsted's established shopping centre to compete effectively.

- 5.2.4 The historical development of the town's shopping centre has created a one-sided linear pattern of development along the northern side of the High Street. To make use of the shopping centre more convenient, and thus to strengthen its competitive position, there are advantages in seeking to concentrate the future development of the shopping function in one general location. The new shopping development will help to consolidate shopping in the vicinity of the junction of Lower Kings Road and High Street. Traffic management and environmental improvement proposals should facilitate this by ensuring convenient motor vehicle and foot/cycle access to the area, and an improved pedestrian environment within it.

The convenience shopping development on land adjoining High Street, Berkhamsted (the Waitrose Store) provides the town centre with a modern food supermarket anchor store with associated car parking for shoppers. Town centre shopping will be consolidated around the foodstore and the northern side of High Street at its junction with Lower Kings Road. This will be facilitated by application of shopping frontage policy (Policy 42: Shopping Areas in Town Centres) and through control of new development proposals.

The development of a modern town centre convenience store has improved the quality of shopping in the town centre but there is scope to continue this process. Investment in the town centre has been matched by the continuing growth in the quality and size of competing out of centre stores in nearby towns. There remains interest in an out of centre foodstore in Berkhamsted. Therefore, the Council is promoting the redevelopment of land comprising the former Waitrose and existing Tesco stores, to secure a small modern foodstore (approx. 1,000-1,500 sq.m.net) together with the remodelling of the Water Lane Car Park (Proposal S1 in the Schedule of Shopping Proposal Sites). This will build on the success of Waitrose by further improving the draw of the centre and continuing to strengthen its vitality and viability. To realise the development the Council must work closely with and secure the co-operation of landowners, particularly as regards land assembly, and that it involves other town centre stakeholders.

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### **Other Commercial Activities**

- 5.2.5 Whilst shopping/services provide the key economic rationale for the town centre, it is also home to a growing variety of smaller scale commercial (particularly office) and similar uses. These existing uses should be encouraged where they complement the existing mix of uses and are relatively small in scale. There is, however, a danger that the improved accessibility of the town after completion of the A41 bypass, will encourage inappropriate commercial development pressures.

## **POLICY BTC1 OTHER COMMERCIAL ACTIVITIES**

**Proposals for development for commercial purposes will be assessed on the following criteria:**

- (i) A mix of commercial uses will be encouraged in the town centre in accordance with Policy 39 (Uses in Town Centres and Local Centres).**
- (ii) Compatibility with the existing character of the town centre in accordance with Policy 40 (The Scale of Development in Town Centres and Local Centres) is required. The town centre is regarded as having a strong historical flavour, a high quality built environment and a low capacity road system now planned mainly to meet the needs of traffic with local origins.**
- (iii) There is a need to preserve and enhance the appearance and character of the conservation area (see Supplementary Planning Guidance for Berkhamsted Conservation Area).**
- (iv) Undue traffic and parking pressures should not be introduced, which would erode the benefits of the bypass and conflict with a primary aim of this strategy which is to limit traffic to that which needs to use the town centre, particularly for shopping.**

**In the context of these criteria larger scale office development (i.e. greater than 1,000 square metres on any one site) will be inappropriate.**

### **Residential Uses**

5.2.6 The historic development and existing character of Berkhamsted Town Centre has meant that there are a wide range of town centre land uses, still including a substantial residential element. Residential uses that remain make an important contribution to the appearance and character of the centre. In this context, the use of upper floors of existing retail premises offer opportunities for residential accommodation in the town centre and current Government initiatives (e.g. "Living Over the Shop") aim to encourage this. The reduced traffic levels following the opening of the bypass should improve the residential environment.

## **POLICY BTC2 RESIDENTIAL USES**

**Residential uses will be encouraged in the town centre through:**

- (i) retention of existing residential uses (Policy 15: Retention of Housing);**
- (ii) encouragement of new residential uses;**

- (iii) **encouragement of mixed uses, both in existing buildings and in new developments, as a contribution to the variety and character of the town centre; and**
  - (iv) **promotion of the use and reuse of upper floors of existing retail premises for residential purposes.**
- 

## **5.3 ROADS, TRAFFIC AND PARKING**

### **General Introduction**

5.3.1 The construction of the A41 bypass provides long awaited traffic relief for the town as a whole, and the town centre in particular. However, it is not sufficient to rely on the bypasses alone to solve Berkhamsted's traffic problems. Carefully planned traffic management for the town is needed to complement the new road. This was considered through a post bypass movement strategy for the town (entitled "Berkhamsted After the Bypass - a Movement Strategy for the Future") and was previously presented in the Inset Plan (see paragraph 2.5 above). The Movement Strategy aimed:

- to ensure that the benefits resulting from the opening of the bypass are maximised through a detailed movement policy; and
- to ensure the opening of the bypass provides the opportunity to bring improvements to the physical and economic environment of the town centre.

5.3.2 The above strategy document set out the method by which these aims would be achieved in detail. A wide variety of traffic management measures including physical deterrents, controls and "calming" techniques, were used. The early stages of implementing the movement strategy were completed under the auspices of the Department of Environment, Transport and the Regions Bypass Demonstration Project. The Demonstration Project provided additional funding and was designed to explore and "demonstrate" innovative approaches to post-bypass traffic management.

### **Town Wide Context and Overall Movement Strategy**

5.3.3 The first aim of the movement strategy was most relevant to the town as a whole, but it also set an important context for achieving improved movement and reduced environmental impact from traffic in the town centre itself. It was particularly important to link the general movement strategy to the role of the town centre as a shopping, service and commercial hub for the town. The movement strategy has aided the overall strategy for Berkhamsted Town Centre by easing general access to the town centre for work and shopping. In turn, promoting the town centre as a prosperous local shopping and service centre with comprehensive facilities has minimised movement needs by providing a central resource, readily

accessible to all forms of transport. This is important if the town centre is to play its role in a sustainable environmental future where the resource and pollution costs of transport must be reduced.

### **The Town Centre**

- 5.3.5 The second aim of the movement strategy was more specific to the town centre and was, therefore, of greater importance to the town centre strategy. The bypass has reduced through traffic demands substantially, and thus overall traffic volumes on the former A41 (now the A4251) in the town centre have fallen. This has allowed changes in the use and environment of town centre roads for the better. For many years the A4251 (formerly the A41) and its feeder roads have been a barrier to pedestrian movement and a source of danger, noise, pollution and visual intrusion in the heart of the town centre. They have detracted greatly from the attractive historic environment and the convenience and pleasure of shopping and other town centre uses. Use of town centre roads will still be heavy after the bypass, as they remain major "arteries" in the town's road system. However, the reduced priority for through traffic, and some lessening of volume, should create important opportunities both for improving access to the town centre (including on-street parking) and creating a more pleasant shopping environment.

### **POLICY BTC3      MOVEMENT STRATEGY FOR THE TOWN CENTRE**

**The Borough Council will work in conjunction with the Department of Transport and Hertfordshire County Council to improve town centre access (including on-street parking) and the street environment. This will be done by giving priority to:**

- (i) introducing physical and management measures to reduce traffic speeds and calm traffic behaviour (including gateway features and road narrowing);**
- (ii) improving routing and access to the main car parks by giving local traffic priority over through traffic on the east-west axis of the A4251 (particularly in control and management of junction turning movements);**
- (iii) facilitating short stay on-street car parking for shoppers/visitors where appropriate locations exist (by use of protected bays in some cases) and managing it effectively (Policy BTC4);**
- (iv) increasing the space available for pedestrians and improving crossing facilities;**
- (v) developing and improving pedestrian routes into and around the town centre;**

- (vi) facilities for other special user groups (bus stop areas, taxi areas, cycle parking, disabled parking and access aids); and
- (vii) controlled servicing for business premises (this is the creation of parking space restricted to use by service vehicles).

### **Car Parking Strategy**

5.3.6 In December 2002 the Council adopted a Parking Management Strategy for the Borough.

There are three main components of this draft Strategy:

1. The decriminalisation of parking enforcement, with the transfer of responsibility from police traffic wardens to 'parking attendants' appointed by the local authority.
2. The introduction of 'long stay' and 'short stay' designations for off-street car parks and the introduction and/or revision of parking charges.
3. The creation of 'residents' only' parking schemes in those areas experiencing the highest demand for on-street parking.

### **On-Street Parking**

5.3.7 Berkhamsted experiences significant parking problems on many streets near the town centre, with residents, shoppers, employees and commuters all competing for the limited spaces. These parking problems are compounded by the fact that the train station is situated near to the town centre.

5.3.8 To tackle this problem, the draft Parking Management Strategy proposed the introduction of a 'residents parking area' in the town centre. However, due to local opposition, these proposals have been withdrawn. Instead further investigations are to be undertaken into the potential for a smaller residents' parking area in the town centre, broadly bounded by Lower Kings Road, Station Road, Castle Street and High Street. Work on this study is scheduled to commence in Autumn 2003.

5.3.9 The parking spaces on the High Street are very popular and demand is high. To manage this demand and to assist in enforcement, the Parking Management Strategy proposes the introduction of Pay & Display charging, with a maximum stay of one hour.

### **POLICY BTC4 ON-STREET PARKING**

**Where appropriate, the Borough Council in conjunction with Hertfordshire County Council as Highways Authority, will seek to improve the availability of on-street parking through:**

- (i) **effective management (through charging and enforcement) of on-street parking along High Street with priority given to short stay spaces;**
  - (ii) **investigating the feasibility of a Residents' Parking Area in the town centre and adjacent roads (precise boundary to be defined by a detailed study); and**
  - (iii) **ensuring that, as far as possible, new development meets its own demand for parking through the provision of off-road spaces (Policy 58).**
- 

### **Off-Street Car Parking**

- 5.3.10 For the foreseeable future town centres will be heavily dependent for their prosperity on adequacy of off-street car parking and its quality. There must be a reasonable access to convenient off-street car parks, particularly in a centre such as Berkhamsted which is heavily dependent on high bulk low value convenience goods shopping. There are no opportunities for completely new public car parking provision in the town centre, so the best possible use must be made of existing parking areas.
- 5.3.11 The strategy proposals for the modernisation of the town centre's shopping facilities will also facilitate better management of town centre off-street car parks by placing the main food shopping parking demand in the area with the largest number of parking spaces, and thus reducing pressure on the existing main food shopping car park at Water Lane.
- 5.3.12 The parking strategy for the town centre seeks to place the short stay car parking where the demand is greater in the central off-street car parks. However, there is also a need to provide some accommodation for essential long stay parking for town centre users such as office and shop workers, business visitors and tourists. These spaces are better located where they do not compete with the short stay parking aimed at shoppers who are crucial to the prosperity of the centre. Where circumstances justify some long stay spaces will be made available in the centrally located car parks providing they do not undermine the parking strategy. The strategy proposes the retention of the Canal Fields/Berkhamsted Park car park for short stay parking. A parking management policy will be applied which will seek to discourage its use by rail-borne commuters and to give priority to the users of the associated leisure facilities.

### **POLICY BTC5 OFF-STREET CAR PARKING**

**The Council's planning powers will be exercised so as to give priority to ensuring that:**



- (i) **The majority of spaces in the public car parking spaces around the new Waitrose Store (Lower Kings Road/St Johns Well Lane) will be managed for general public access short/medium stay (shopper) parking designed to complement the consolidation of the shopping focus within the town;**
  - (ii) **other town centre car parking (Water Lane) will be retained for short stay parking;**
  - (iii) **the existing Canal Fields/Berkhamsted Park car park will be upgraded primarily for short stay parking to serve the town centre (Proposal T13 in the Schedule of Transport Proposal Sites and Schemes). A parking management policy will seek to discourage use of the car park by rail-borne commuters and to give priority to the users of the associated leisure facilities.**
- 

## **5.4. TOWN CENTRE ENVIRONMENT**

### **Conservation of the Built Environment**

- 5.4.1 Berkhamsted has an historic town centre with a special character and important architectural qualities. This is recognised in the 1969 conservation area designation. The conservation area designation has been, and still is, effective in drawing attention to the special qualities of the town centre and ensuring that account is taken of its appearance and character when planning decisions are made.
- 5.4.2 As part of work on the Town Centre Plan an independent review of the conservation area has been undertaken, ("Review of Berkhamsted Conservation Area 1992" by Hertfordshire Building Preservation Trust).
- 5.4.3 The review looked at how effective the conservation area has been in the past and identified the current problems of built environment conservation in Berkhamsted. In particular the Review considered whether an enlargement of the conservation area was justified. Following detailed consideration of this issue, the Council agreed at the Policy Committee of 29 March 1994 to amend the designated Berkhamsted Conservation Area to include three additional areas: the area of Ellesmere Road bounded by the Grand Union Canal and the railway; Berkhamsted Castle; and the area to the south of the High Street centred on Charles Street.
- 5.4.4 As a result of the review, conservation policy for Berkhamsted needed to be updated.
- 5.4.5 The conservation area review provided a framework for detailed conservation policies to be formulated. In late 1994 an initial application by Dacorum Borough Council to English Heritage for inclusion of Berkhamsted

Conservation Area as a proposed Conservation Area Partnership (CAP) scheme was accepted. A CAP is the new funding method preferred by English Heritage for conservation areas. It replaces various Conservation Area grants and requires a local authority to enter into an agreement with English Heritage over agreed works and levels of funding. The CAP scheme has necessitated the preparation of a detailed action plan for the conservation area to ensure the offer of Partnership funds. The action plan specifies practical work to be undertaken and grants to be offered for the area, including targets to be achieved within a given timescale and a schedule of works.

### **Conservation of the Archaeological Heritage**

5.4.6 Berkhamsted has a rich archaeological heritage and it is likely that significant archaeological remains are present within the Town Centre Strategy area. In addition to the remains of the medieval and post medieval town and Berkhamsted Castle Scheduled Ancient Monument, there is considerable evidence of prehistoric and Roman settlement in this part of the Bulbourne Valley. The town still contains many industrial archaeological monuments relating to the canal and to the timber and brewing industries, although much of the evidence of this aspect of its history has been lost in recent decades. In recognition of the high archaeological potential of Berkhamsted, most of the town is designated an area of archaeological significance (see Policy 118).

5.4.7 A detailed study of Berkhamsted's archaeological heritage will soon be undertaken by the County Council's Archaeological Section with the support of English Heritage and the co-operation of the Borough Council. This study should further clarify the survival and character of archaeological remains within the town and enable the development of more refined policies for the protection and management of this important and irreplaceable resource.

### **Conservation Area Character and Policy**

5.4.8 The conservation area review indicated concern about the level of success achieved in exercise of planning control in respect of conservation objectives. There had been no clear articulation of local conservation policy at the time, and a full conservation area character appraisal had been lacking. To meet this need a Conservation Area Appraisal and Policy Statement was prepared.

### **Special Controls over Development in the Conservation Area**

5.4.9 A particular concern in the conservation area is past and potential erosion of the character of residential properties by small changes to their appearance which are "permitted development" and not, therefore, under local planning authority control, (e.g. changes to windows and doors). Such changes have a damaging cumulative effect on the appearance and character of the conservation area. They can be brought under control by use of special controls through Article 4 Directions (under the Town and

Country Planning (General Permitted Development) Order 1995). The application of special controls is to be considered through the Supplementary Planning Guidance for Berkhamsted Conservation Area.

## **POLICY BTC6 TOWN CENTRE CONSERVATION AREA**

**Within the conservation area planning powers will be applied in accordance with the guidelines established by Supplementary Planning Guidance for Berkhamsted Conservation Area.**

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### **General Environmental Improvement**

5.4.10 For many years, the heart of the town and its conservation area was blighted by the heavy traffic flows on the former A41 trunk road (now A4251). The coming of the bypass has brought substantial traffic relief to the town centre, and created an opportunity for improvements to the general environment of its streets and public spaces. This general environmental improvement will need to be closely tied in with the overall strategy of sustaining the shopping function in the town centre and redirecting/calming traffic using physical and management controls.

## **POLICY BTC7 GENERAL ENVIRONMENTAL IMPROVEMENTS IN THE TOWN CENTRE**

**In conjunction with the Department of the Environment, Transport and the Regions through the Bypass Demonstration Project, Hertfordshire County Council as Highway Authority, and English Heritage through the Conservation Area Partnership, funding will be made available for town centre environmental improvements in accordance with the following principles:**

- (i) more town centre space to be devoted to people and less to traffic by means of extension and appropriate ornamentation and defence of side pedestrian spaces;**
- (ii) street market to be given an enlarged pavement space in the context of (i) above;**
- (iii) introduction of a high quality co-ordinated urban design theme particularly in respect of hard landscaping and street furniture. This to be conservation orientated, reflecting the town's historical qualities and creating a new image for the centre;**
- (iv) introduction of more planting/soft landscaping particularly in the new shopping development area;**
- (v) improvement of pedestrian routes into and out of the town centre with particular reference to the canalside and links to**

**the new town centre shopping focus. These routes should also take account of car park locations, bus stopping points and links to the main residential areas;**

- (vi) improvement of public off-street car parks by hard and soft landscaping.**
- 

## **6. MAKING THINGS HAPPEN**

- 6.1 Carrying out the town centre strategy proposals will rely on co-operation between a number of key agencies, and most importantly availability of public authority and private development finance.
- 6.2 This strategy provides an overall framework for action which will need to be worked up in detail as implementation proceeds. The Department of the Environment, Transport and the Regions (DETR) and Hertfordshire County Council (HCC) have prime responsibility for highways matters, though Dacorum Borough Council is a local agent of Hertfordshire County Council. Funding has been made available from the DETR and Hertfordshire County Council for initial post bypass highway works designed to control traffic movement in the town. Dacorum Borough Council has also contributed to funding of this aspect of town centre works. Specific proposals will be the subject of separate detailed consultation as they emerge.
- 6.3 Town centre environmental improvement will be undertaken by Dacorum Borough Council and Hertfordshire County Council with support from the DETR and English Heritage. Dacorum Borough Council has made a project fund available and Hertfordshire County Council's Town Centre Enhancement Programme has provided some finance. Work on general environmental improvement has focused on the street scene which has followed on from earlier traffic management works. Later work on the English Heritage Conservation Area Partnership will encompass building repair and improvements. There will be separate detailed consultation on these plans as they emerge.
- 6.4 Site specific development will be funded by the private sector through the normal development process. The strategy can only influence this process by providing and drawing attention to a policy framework for the development opportunities that exist. The key town centre shopping development proposals are now largely implemented - mainly through the completion of the new town centre food store. They have been, however, influenced by Dacorum Borough Council because the Council owned part of the development site. The Council has, as far as possible, used its land ownership to facilitate a development which met the most pressing needs of the town centre. The development has also made substantial financial contributions, (via a planning obligation), to off-site highway/street works in the town centre, thus providing finance to complement the public sector programmes noted above. Contributions from developers, financial or otherwise, must meet the relevant tests set out in Government circulars. In

particular, they must be fairly and reasonably related in scale and kind to the proposed development.

- 6.5 Berkhamsted Town Council will play a key role in implementation, contributing to the development of ideas and plans from a local perspective and representing the views of townspeople.
- 6.6 In other respects, the strategy can only be implemented if it is endorsed by the many private/business decision takers living and working in Berkhamsted. If success is to be achieved, people will need to share the Council's vision of Berkhamsted Town Centre and support its implementation.

### **3. TRING TOWN CENTRE STRATEGY**

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## **1. BACKGROUND**

- 1.1 Tring Town Centre is facing a period of significant change. The opening of a new foodstore at London Road in 1998 will result in more car borne food shopping taking place in Tring, but it will also have some adverse impact on the level of food shopping in the town centre. Convenience/food shopping has been the basis of Tring Town Centre's role as a district centre serving the town's broad needs for groceries and convenience goods. The increased competition between modern foodstores has already led to a gradual decline in this role, and the new Tring foodstore will consolidate this trend.
  - 1.2 Tring Town Centre therefore needs to develop a new 'role' which builds on strong independent retailing operating in niche markets, but will require a shift to other business activities and residential occupation.
  - 1.3 It will, in particular, be important to try to exploit the increased shopping activity at the new foodstore by encouraging linked trips to the town centre for both shopping and associated business, leisure and cultural activities.
- 

## **2. PURPOSE OF STRATEGY**

- 2.1 The town centre strategy is based on a vision of a thriving town centre having found an important new position in the life of Tring. The strategy will be used to influence incremental land use and transportation planning decisions taken during the currency of this Plan.
  - 2.2 The new strategy is based on "Tring Shopping and Town Centre Study 1997", prepared by the Council and linked to a "Tring Town Centre Health Check", (Prepared by Donaldsons 1998) and Tring Town Centre Marketing Plan (Dacorum Borough Council 1998).
  - 2.3 The strategy is also a basis for detailed action plans - programmes of projects and activities to be undertaken by community partnerships, through the Council's Town Centres Committee.
  - 2.4 This strategy does not deal with specific schemes and proposals. Where known and relevant to the development plan, proposals and schemes are indicated in Part 3 of the Borough Local Plan and shown on the Proposals Map.
- 

## **3. VISION**

- 3.1 Tring should retain a broad district centre role. The aim of the strategy should be to sustain and enhance the quality of retailing, particularly in relation to convenience / food retailing, but also to diversify further into other uses to increase the vitality and viability of the town centre. More people living in and close to the centre is a part of this vision of diversity. Changes



should primarily be achieved within the existing built form so as to retain the strong and attractive environment and character of the town centre.

#### **4. STRATEGY**

##### **4.1 Town Centre Uses and Attractions**

###### **(i) Convenience retailing**

- to secure and reinforce the Dolphin Square supermarket as an anchor store
- to enhance the quality of other existing convenience retailing in the town centre and to encourage the introduction of new specialist food shops
- to link trading at the new out of centre store with trade for the town centre as effectively as possible

###### **(ii) Comparison retailing**

- to encourage, support and, where possible, to extend the current offer of good quality independent retailers.

###### **(iii) Specialist retailers**

- to increase small scale speciality retailing, for example luxury goods, which are not currently offered in the town centre

###### **(iv) Tring Market**

- to retain and enhance the offer and facilities at the Friday market in the Forge car park as an important feature in the town centre which adds to the retail offer.
- to investigate development of complementary stall market trading opportunities in other locations around the town centre.
- to work with Tring Town Council to consider the future role of the Cattle Market site, its relationship with the Friday market and the form of use(s) that would best meet the needs of the local community.

###### **(vi) Leisure uses**

- to increase evening economy uses/activity and to diversify the role of the town centre through the introduction of new cafes, pubs and restaurants.

#### **(vii) Business space**

- to encourage small scale business activity (e.g. offices and light industrial).

#### **4.2 Environment**

- to maintain and further enhance the currently attractive and well maintained town centre environment.
- to achieve specific improvements to the town centre environment at Dolphin Square, in the car parks and on the pedestrian links to the car parks.

#### **4.3 Accessibility**

- to develop car park management to ensure the town centre is accessible and convenient for short stay shoppers and visitors.
- to promote transport links (vehicular, cyclist and pedestrian), between the new Tesco store and the town centre in order to maximise the opportunity for linked shopping trips (e.g. installation of pedestrian islands, improved footpaths, creation of links to existing cycle path network etc.)

#### **4.4 Car Parking**

- to provide an appropriate mix of long and short stay parking.
- to introduce charging to ensure car parking spaces are used effectively, particularly for short-stay spaces;
- to consult with the public and Tring Town Council on proposed management measures;
- to investigate options for measures to control parking in areas adjacent to the town centre (Tring Triangle) in consultation with residents, businesses and Tring Town Council.

#### **4.5 Management**

##### **(i) Marketing**

- to effectively market the town centre by publicising the facilities on offer so as to encourage increased custom by local and wider user groups, especially users of the new out of centre foodstore.

## **(ii) Town Centre Management**

- to establish an effective and co-ordinated management regime for the town centre based on a community partnership.
- 

### **5. ACTION PLANS**

- 5.1 In order to implement this town centre strategy, a community partnership acting through the Tring Town Centre Advisory Forum will produce action plans which will be programmed and costed and indicate sources of funding. Where funds cannot be identified, the action plans will be used as part of a process of business planning to demonstrate to potential sponsors the value of actions to their organisations, as well as to Tring Town Centre as a whole.
- 5.2 The car parking management is being progressed separately through the Borough Council. The Council has commissioned consultants (Arup Transport) to look in detail into car parking in the towns, including Tring. The consultants have developed a broad car parking strategy for each town and set out recommendations for funding, management and control. A consultation exercise has been carried out on the draft strategy for Tring which has covered charging levels in the public car parks (e.g. The Forge, Frogmore Street and Akeman Street), designation of short and long stay spaces, increasing the number of disabled (Orange/Blue) badge holders in car parks, and the effects of parking around the edge of the town centre. Subject to further consultation and final adoption by the Council, implementation of the strategy is expected by Autumn 2003. Funding to assist develop and implement the car parking strategy will be through the Council with support from Hertfordshire County Council from the Local Transport Plan.

#### 4. TWO WATERS AND APSLEY INSET

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## 1. INTRODUCTION

### Need for the Inset

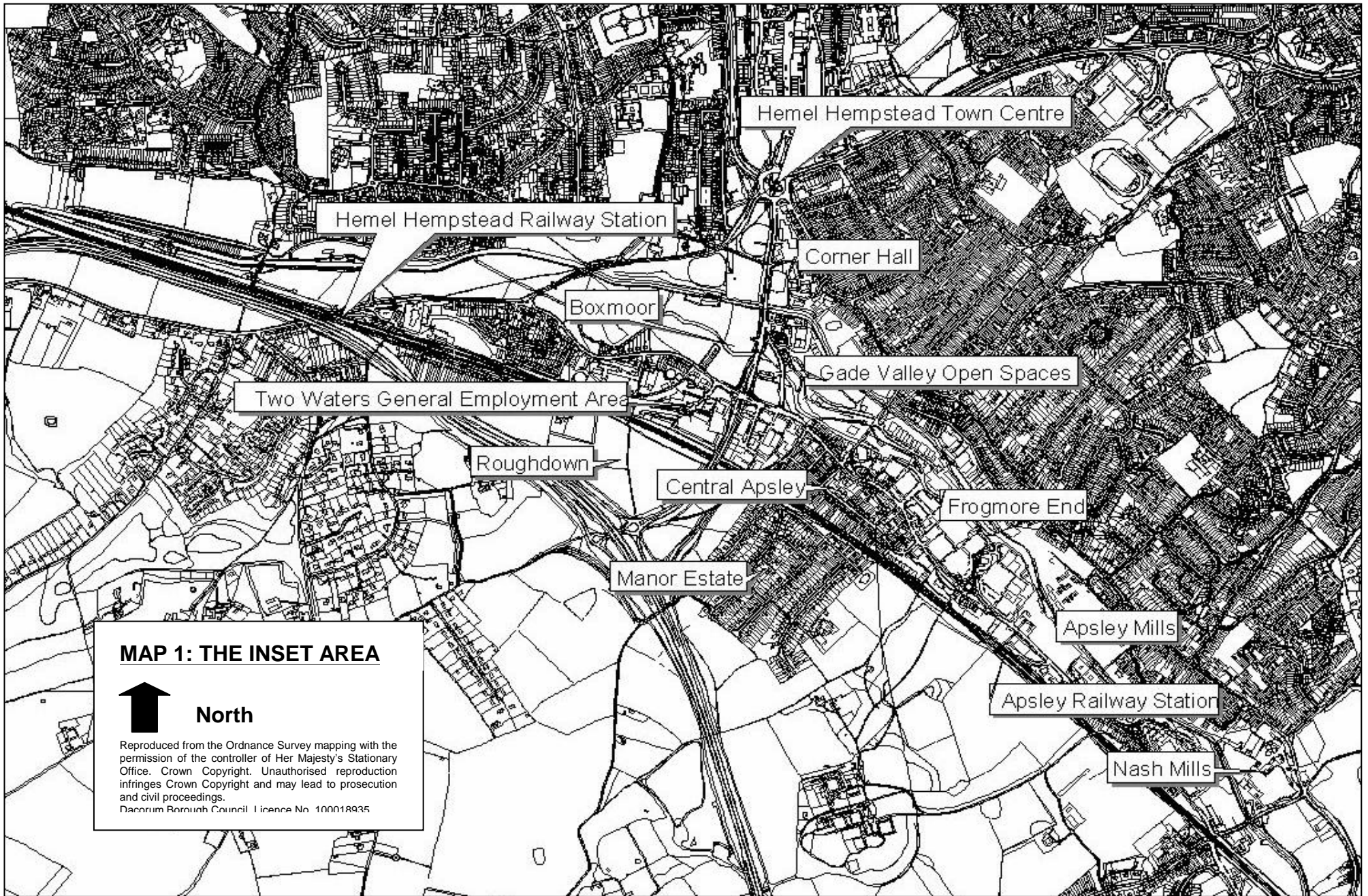
- 1.1 Comprehensive and co-ordinated planning and management is required over the Plan period in Two Waters and Apsley in order to deal with a complex set of development pressures and opportunities for change, in particular to:
- encourage the regeneration of older building areas;
  - enhance the environment and built assets; and
  - tackle housing demands.
- 1.2 Two Waters and Apsley lies in the Gade and Bulbourne river valleys, an important communications corridor through which the A4251 (London Road), the Grand Union Canal and London/Midland railway line run. In 1993 the A41 (Kings Langley bypass) was completed: Two Waters Way was built to link the A41 with the town centre and Featherbed Lane was substantially realigned. The road works have physically altered the area and affected traffic patterns. Improved accessibility has enhanced the commercial attraction of some sites.
- 1.3 The traditional manufacturing employment base has declined over the years, a trend that is predicted to continue. Rationalisation has occurred in the paper industry. The John Dickinson's complex has downsized over the last fifteen years and has now closed. Part of the complex was redeveloped for an out-of-centre shopping scheme, Apsley Mills Retail Park, in 1993. There remains interest for additional retail development.
- 1.4 The area has local environmental problems, such as underused land.
- 1.5 It also has important assets, such as green space, the canal and rivers, and attractive older buildings, which are in need of enhancement or are under pressure for development. There are very strong historical connections with the development of the paper industry.
- 1.6 Two Waters and Apsley has advantages as a location at which to accommodate some of the Borough's demand for new housing: i.e. the communications links, workplaces and range of other facilities, and the proximity to the town centre. Opportunities could be created through the release of older industrial land. The construction of the new roads has affected the quality of some greenfield land, raising the issue of alternative uses.
- 1.7 The area is subject to major change and requires a clear, expressed vision to guide that change.

## Development of the Inset Proposals

- 1.8 The Dacorum Borough Local Plan identified the need for a Two Waters and Apsley Study in 1991.
  - 1.9 A Study Brief was issued in 1992 and revised in 1995 to acknowledge issues arising from the review of the Structure Plan for the period 1991 - 2011.
  - 1.10 In 1993 a report, 'Issues in Apsley' was published as a basis for public consultation over land use issues in the central area of Apsley, the future of the Apsley Diversion (a proposal for a bypass around the local centre) and the Green Belt boundary at Featherbed Lane. This complemented proposals for the Apsley Enhancement Scheme (a scheme of traffic and environmental improvements along London Road), which were also published for consultation. 'Issues in Apsley' was incorporated into the final study report.
  - 1.11 The Two Waters and Apsley Study was published in December 1996 for consultation (together with the Council's draft local development strategy which addressed the problem set by the County Structure Plan Review of how to deal with housing requirements in the Borough between 1991 and 2011).
  - 1.12 The Study's recommendations have been adjusted where appropriate and incorporated into the Two Waters and Apsley Inset. The Inset Area is shown on **Map 1: The Inset Area**.
- 

## 2. OBJECTIVES

- 2.1 The five key objectives following create a framework and set the direction for the proposals in this Inset.
  - (a) **Maintaining the Environmental Integrity and Open Character of the Bulbourne and Gade Valleys and in particular the Setting of the Grand Union Canal**
- 2.2 This objective generally seeks the retention of open land within the Inset Area. Unrestricted or piecemeal development would damage the continuity, integrity and value of open land, particularly through the valley bottoms. The environment of the rivers should be enhanced as a wildlife resource and the potential of the Grand Union Canal developed as a heritage attraction, informal leisure route and wildlife corridor.
- 2.3 The valley sides of the Bulbourne and Gade provide a countryside backdrop to the town: their broad continuity is critical to the character of the town and the rural area beyond. Within the Inset Area the valley





side around Two Waters Way is especially important as part of the town gateway.

- 2.4 Open land on the edge of the town lies within the Green Belt. Functions of the Green Belt are to restrict the outward spread of the town and prevent its coalescence with nearby development.

**(b) Enhancing the Immediate Environment of Two Waters Way to create an Attractive Route into the Town and Town Centre**

- 2.5 Two Waters Way runs from its grade separated junction with the A41 to the bridge over the Grand Union Canal where it rejoins the original Two Waters Road. The town entry route then runs along Two Waters Road between attractive open space on the west and Corner Hall General Employment Area on the east to the town centre.

- 2.6 Green space and buildings along the route and seen from the route create an impression of the town which accords with a planned New Town or “garden city” image. The attractive open spaces and wooded areas are the stronger features and disguise the generally low quality of built development along the route: this development has no unified design, but as it is mostly one or two storeyed it has limited adverse impact.

- 2.7 Fulfilling the key objective entails retention of woodland and open land and the co-ordination of future landscaping and development: development should itself be sensitive in scale and detailing to the green gateway image that the town has and that should be enhanced.

**(c) Limiting the Environmental Impact of Road Building and Traffic**

- 2.8 Overall road traffic demand should be controlled because meeting forecasts of high traffic growth would cause environmental problems and not necessarily prevent congestion:

- new roads should not simply be built to deal with congestion (although local environmental conditions and the accommodation of new development may necessitate appropriate provision)
- people should be encouraged to use their cars on a more considered basis and to use other means of transport more frequently.

- 2.9 Traffic should be directed to the more suitable roads. Key routes in Two Waters and Apsley are:

- the main distributor roads, Two Waters Way/Two Waters Road (A414) and London Road (A4251), which are essential for moving traffic within the town; and

- Lawn Lane/Belswains Lane/Lower Road, a local distributor road which is on the edge of the Inset Area.
- 2.10 The effectiveness of London Road as a main distributor is primarily conditioned by its character within the local centre. Sheltered parking bays (installed as part of the Apsley Enhancement Scheme) restrict the width of the road, but more significantly there are substandard traffic junctions. Most queues in London Road occur at Durrants Hill Road. A proposed bypass to the local centre (known as the Apsley Diversion) would have resolved problems but was abandoned after the A41 was built, on grounds of cost, poor use of land and environmental impact.
- 2.11 However opportunities can be taken to rationalise junctions in the local centre and to enhance the capacity of London Road. This approach will allow reasonable traffic flows to be maintained on the main road network, while not encouraging traffic to the parallel but less suitable route, Lawn Lane/Belswains Lane/Lower Road.
- 2.12 Highway problems, such as the inadequacy of footways on Durrants Hill Road and the narrowness and poor visibility of Featherbed Lane at the railway bridge and junction with King Edward Street, could be tackled positively in assessing future land use and proposing development opportunities.
- 2.13 Encouraging means of transport other than the car particularly involves:
- (a) creating new opportunities for footpaths and cycle routes and obviating difficulties through appropriate design of new development proposals;
- 2.14 The Gade valley is flat and would be a suitable corridor for cyclists if opportunities are identified to create a new safe route complementing the local highway authority's network. The footpath network should also be made more attractive to users, particularly across the valley bottom by widening paths and improving links to the local centre and Apsley Mills Retail Park.
- (b) identifying and protecting land for key passenger transport facilities;
  - (c) managing the road network and associated land use to enable bus routes to operate effectively; and
  - (d) encouraging a mix of uses in Two Waters and Apsley which may reduce residents' need to travel by car (and at least discourage an increase)
- (d) Realising Opportunities for Development which will benefit the Town**
- 2.15 The identification of opportunities for new development at Two Waters and Apsley should be guided by the following principles. They are:
- to retain a satisfactory level of employment;

- to maintain a base of industrial activity and storage uses;
  - to develop the potential attraction of the industrial and canal heritage;
  - to provide more housing;
  - to create conditions in which the Apsley local centre can flourish; and
  - to restrict growth of out-of centre retailing.
- 2.16 There is an issue of balance between the retention of industrial land, alternative commercial development and job provision and redevelopment of land for housing. The resultant mix of uses must therefore reflect the area's qualities and potential, town-wide development needs and the objective of limiting traffic impacts (especially by encouraging a reduction in car use).

#### *Employment*

- 2.17 Two Waters and Apsley is a major location for employment, its industrial base largely derived from a tradition of paper-making in the Gade valley and the much later development of Hemel Hempstead as a New Town.
- 2.18 Since the early 1980s there has been a slow, steady contraction in traditional employment uses, some modernisation has occurred and new uses have come in, notably
- new offices and business development at Corner Hall and Doolittle Meadow
  - retail warehousing and the Apsley Mills Retail Park.
- 2.19 Economic forecasts (by consultants, Pbeda, for the County Structure Plan Review 1991-2011) indicate a continuing decline in manufacturing, compensated by a growth of jobs in office and service uses: overall a modest surplus of employment land is anticipated. One consequence is that some areas of employment land in the Borough that would be environmentally suitable for an alternative use, such as housing, could be lost without prejudicing future employment needs: the Inset Area should make a contribution because of the amount of older industrial land it contains. A second consequence is that opportunities ought to be created for new investment and diversification of the employment base in the Inset Area in order to maintain local economic prosperity:
- the area complements provision on the eastern side of the town;
  - the area has good transport communications, both road and rail, and is well-suited to a mix of employment uses;
  - local jobs will offer employment to people occupying new housing (thereby helping to limit transport movements);

- traditional skills will be reused and redeployed;
  - land for industry and storage is an essential component of the supply of employment land, to foster a diverse and robust economy and to encourage small businesses.
- 2.20 Retaining land for some lower grade industrial and storage uses in the Inset Area will benefit the town.
- 2.21 Developing the potential attraction of the industrial and canal heritage is a key component of the regeneration of older industry and underused land in Apsley. It is an environmental as well as employment objective. A project called the 'Paper Trail' aims to establish a national museum of the paper industry and visitor centre: it would conserve key historic features, such as early machinery (in working order) and original surviving mill buildings. The most important sites are Frogmore Mill and John Dickinson's mill, linked by the canal.

#### *Housing*

- 2.22 Providing more housing is an imperative of the County Structure Plan Review (1991-2011). The Inset Area has potential to accommodate more housing, particularly through:
- infilling and redevelopment in existing residential areas and
  - reuse of surplus industrial land.
- 2.23 Some land in the Green Belt could be developed within highway and environmental constraints and integrated with the town – the future functioning of the Green Belt also being a crucial consideration.

#### *Retailing*

- 2.24 Apsley local centre (on London Road) is a well-established but declining commercial location, with small independent retailers and other businesses. It complements other retail locations and should be sustained.
- 2.25 Two Waters and Apsley already contains one of the town's two grocery superstores (at Apsley Mills Retail Park) and over 90% of the Borough's non-food retail warehousing, providing for the sale of bulky goods. Further growth should be restricted to prevent detrimental impacts on established shopping centres and to foster a better balance of land uses in the area.

### **(e) Ensuring the Future Pattern of Development is properly related to the Highway Network**

- 2.26 A simple approach to potential traffic growth and the impact of new development has been adopted for the Inset Area:

- the intensification of land use in the urban area is normally acceptable;
  - the development of all open land in the Inset Area is not.
- 2.27 The Plan encourages the effective use of urban land in accordance with Government policy, in particular rebuilding, conversions and reuse of underused or vacant land. In higher density or mixed use areas, there should be greater opportunities to facilitate other means of transport. Buses can attract more passengers and become more viable. Redevelopment enables a fresh look at land use and layout. Cycling and walking should be encouraged by designing new links. Advantage can be taken of the proximity of uses in Apsley, including the location of the railway station and bus routes.
- 2.28 New building on open land sites is more likely to generate significant amounts of new traffic (compared with the incremental levels likely from urban regeneration and renewal). Using all open land in the Inset Area in this way would only lead to congestion on the main distributor roads, and have knock-on effects elsewhere. A more limited use of open land for building purposes need not cause undue problems however.

### **Overview**

- 2.29 The key objectives firmly establish the importance of the open land in the Bulbourne and Gade valleys to the local environment and character of the town, yet recognise that a new route has been created in and out of the town.
- 2.30 The new route is one of a number through Two Waters and Apsley, which must be planned for in a co-ordinated and consistent way. Key routes are:
- the gateway to the town via Two Waters Way, which should be enhanced.
  - the valleys of the rivers Gade and Bulbourne, whose open environment and canal features should generally be maintained and enhanced.
  - \* the A4251 which as a main distributor road, is the key highway in the valley bottoms to which traffic flows in the town should be directed.
- 2.31 Planning for the routes has priority over any conflicts that may arise between objectives on individual sites.

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## **3. PROPOSALS**

### **3.1 Introduction**

- 3.1.1 The Inset contains specific planning proposals relating to sites and policy areas in Two Waters and Apsley. This detailed planning advice is additional to the general policies of the Plan (which apply throughout the Borough) and should be adhered to.

3.1.2 The Schedule of Two Waters and Apsley Proposal Sites is set out at the end of the Inset. As with all other schedules of proposal sites in the Plan, the Council expects the planning requirements to be met.

### **3.2 Development Strategy**

3.2.1 The Inset Area is split between:

- the Green Belt, in which development is severely restricted (see Policy 4); and
- the town (Hemel Hempstead), to which development is generally directed (Policy 2).

3.2.2 Within the town there are four broad land use divisions: open land areas, residential areas, General Employment Areas and town and local centres (see Policy 9).

### **3.3 The Green Belt**

3.3.1 Three areas are designated as Green Belt: i.e.

- at Roughdown
- at Nash Mills
- around the Manor Estate.

3.3.2 Keeping this land within the Green Belt will help to:

- (a) check the spread of the urban area;
- (b) prevent Hemel Hempstead merging with other settlements, particularly Kings Langley;
- (c) safeguard the surrounding countryside from encroachment;
- (d) direct development to Hemel Hempstead to assist in regeneration and to ensure urban land is fully used: and
- (e) preserve the character of the town.

#### *Roughdown*

3.3.3 Roughdown contains a Site of Special Scientific Interest and grazing land, managed by Boxmoor Trust, and farmland. Agricultural, forestry, nature conservation and low key informal recreation uses will preserve the countryside setting of the town and the green entry into the town. The important ecological resource must be protected. The difficulty for the owners of the farmland to access it (from the main holding at Felden) is not

a reason to permit alternative (built) development: the issue is essentially one of practical management. In fact new building development would create problems of its own, not least because of the difficulty and consequences of providing a satisfactory vehicular access via Roughdown Road.

#### *Nash Mills*

- 3.3.4 The sense of openness at Nash Mills extends across the valley into Shendish, as a result of the tree cover at Ridgeway Close (subject of a tree preservation order) and on the valley side with fields in the foreground. The fields contribute to the setting of The Red Lion PH (which is a listed building of special architectural or historic interest); they form part of the setting and wildlife corridor provided by the Grand Union Canal and fall partly within the designated flood plain. Their sensitivity to development is recognised in a long-standing Article 4 Direction restricting agricultural buildings. New building would spoil the open character of the valley bottom and lead to the coalescence of Nash Mills with Rucklers Lane: it would also reduce the separation between Hemel Hempstead and Kings Langley.

#### *Manor Estate*

- 3.3.5 Extensions to the Manor Estate (**Proposals TWA3 and 4**) require a change in the Green Belt boundary. The proposed change has been carefully worked out so that key features contributing to the green entry to the town and the countryside setting of the town are preserved:
- (i) open areas beside Two Waters Way help to define the character of the route into the town: they are part of the side-of-the-dry valley (extending into Roughdown) over which the road runs. The land would not be particularly suitable for residential development because of the dominating influence of the road. The drainage lagoon must be retained.
  - (ii) Home Wood is highly visible on the skyline, as is the small field above the eastern part of the wood. Home Wood is ancient semi-natural woodland and therefore of wildlife importance. The small field can provide a link from the wood to the wider countryside.
  - (iii) the fields between the Manor Estate and the A41 are effectively part of the open countryside, and some parts would be particularly sensitive to the impact of new building: i.e. the field by Featherbed Lane bridge, the banked area alongside the A41 and the open field adjoining Shendish. Retaining an open corridor between Home Wood and Shendish will also assist nature conservation.
- 3.3.6 Land retained within the Green Belt and on the edge of the Green Belt at the Manor Estate provides the most appropriate opportunity for public open space for local residents and dealing with an existing local park deficiency.

- 3.3.7 The provision of public open space, retention, extension and management of Home Wood and environmental improvements are a prerequisite of development at the Manor Estate (**Proposal TWA21 and 22**). The continuation of woodland alongside Two Waters Way is a requirement of the construction of any community facility (**Proposal TWA20**) to minimise its visual impact.
- 3.3.8 Proposal Site TWA3, between Manorville Road and Featherbed Lane, is relatively small and self-contained, and there are trees and hedges around it. The visual impact of development will be limited.
- 3.3.9 Proposal Site TWA4 comprises Maxted Field (adjoining Two Waters JMI School) and fields adjoining the A41. Most of Maxted Field is exposed on the valley side. The visual impact of development here and in the field immediately above will be contained by supplementing the existing hedgerow between the fields and by protecting the woodland and hedging at Shendish (from the effects of development). The trees and woods of Shendish provide a very clear and firm Green Belt boundary to the south east. The fields adjoining the A41 are generally visible, but the impact of development in the dry valley (running towards West Valley Road) and in the field south east of Highridge Road will not be too intrusive. A new Green Belt boundary will be created and strategic landscape design implemented to ensure the more sensitive open areas are protected.

### **3.4 Open Land and Environment**

- 3.4.1 Open land in the valley bottoms should generally be kept free from built development, otherwise two key objectives of the Inset would be prejudiced (i.e. maintaining the openness of the valleys and enhancing the open environment of the main route into the town centre). Ancillary building, including additions, alterations and replacements, may be permitted provided the general integrity of the valleys and their open character and wildlife resource are protected (ref Policy 116).
- 3.4.2 The Open Land Strategy Diagram indicates how open land in Two Waters and Apsley fits into the urban form of Hemel Hempstead. There are three key elements:
- the substantial green wedge of countryside penetrating Boxmoor and Two Waters (and up to Durrants Hill Road);
  - the route corridor given by the Grand Union Canal; and
  - the river valleys.

#### *Boxmoor/Two Waters Green Wedge*

- 3.4.3 The swathe of open land to the west of Two Waters Way/Two Waters Road presents the most visually attractive and unified green entrance to the town centre. Retention of the grazing and public amenity use accords with the



principal function of the landowner (Boxmoor Trust), and ensures that the ecological assets and character of the canal and rivers are protected.

- 3.4.4 The open character of the triangle between Two Waters Way and Two Waters Road cul-de-sac (which is partly owned by the Boxmoor Trust) should be maintained. Minor changes are possible at the plant hire depot under Policy 116. Opportunities should be taken to enhance the ecology and setting of the river Bulbourne as well as the town entry route. The retention of the small woodland and other trees is encouraged.
- 3.4.5 The few residential properties and K2 restaurant in Two Waters Road cul-de-sac are of a modest scale and minor changes under Policy 116 would not significantly detract from the open setting. On the other hand the more substantial scale of development allowable if the land were designated as a residential area would have a major impact. West-east open links are provided by the canal and river Bulbourne, as well as the entrance to the plant nursery. Should the K2 restaurant close and no similar user come forward, the appropriate alternative use would be residential: this would be in keeping with the character of adjoining properties on the cul-de-sac (from which vehicular access would be taken).
- 3.4.6 The open land between Two Waters Road cul-de-sac and Durrants Hill Road continues the green wedge from Boxmoor. The land forms a wide corridor which as a whole has a high nature conservation value. The canal, rivers and lake are classed as Grade A ecological sites. The valley bottom and some land adjoining the canal are part of the designated flood plain. 2.3 hectares is public open space (i.e. the children's playground and Lawnpark open space), without which there would be a local park deficiency. The tree canopy in Lawnpark open space contributes to the impression of greenness coming into the town along Two Waters Way. The Council's plant nursery is planned to continue.
- 3.4.7 **Proposal TWA11**, for a car park on the filter beds formerly used in connection with Frogmore Mill, aims to make better use of the land and assist other beneficial changes to come forward in Apsley local centre (particularly the development of vacant and underused on Proposal Site TWA6 at Mill Street and behind London Road). The generally open character of the site would be retained and the scrubland habitat and water margins, contributing to the wildlife corridor, protected.

#### *Grand Union Canal Route Corridor*

- 3.4.8 The canal provides an uninterrupted water and land route through the Bulbourne and Gade valleys, from the green wedge at Boxmoor and Two Waters to the Green Belt at Nash Mills.
- 3.4.9 Environmental improvements and the development of low key outdoor recreational facilities are encouraged by Policy 83 (Recreation along the Grand Union Canal); original canalside buildings such as lock-keeper's cottages are protected and sensitive design of new buildings promoted

under Policy 106 (The Canalside Environment); new moorings and mooring basins are directed primarily to urban areas but also to sites within the Green Belt on the basis of strict criteria under Policies 28 Residential Moorings and 84 (Location of Recreational Mooring Basins, Lay-bys and Residential Moorings on the Grand Union Canal). Within the framework of these policies, more detailed guidance is appropriate to protect the semi-rural quality of the canal in parts of the Inset Area, to improve prove the wildlife value of the route, to direct the potential for moorings and to improve the built environment. Positive promotion and use of the canal will help to revitalise Apsley.

### **POLICY TWA1: THE CANAL CORRIDOR THROUGH TWO WATERS AND APSLEY**

**The semi-rural quality of the canal at Boxmoor, Two Waters and Nash Mills will be protected and enhanced by encouraging appropriate management and by taking opportunities presented by development proposals:**

- (a) to retain existing structural planting and vegetation and supplement the bankside with additional tree planting;**
- (b) to increase the area managed for nature conservation;**
- (c) to design new buildings and uses, respecting the particular character of the canalside and reinforcing its sense of seclusion; and**
- (d) to replace urban intrusions with more sensitively designed and landscaped developments.**

**The ecological value of the canal will be enhanced by:**

- (a) retaining and supplementing existing planting, including the water margins insofar as this is consistent with the navigational requirements of British Waterways;**
- (b) retaining canalside open spaces and creating new open areas at Apsley Mills and Frogmore (see Proposal TWA2 and Policy 31 respectively);**
- (c) requiring the use of appropriate native species in landscaping schemes for new developments; and**
- (d) supporting schemes by the Environment Agency and British Waterways to improve water quality and the environment.**

**New permanent moorings are directed to central Apsley and Apsley Mills (away from the semi-rural areas), both for short and long stay**

visitors and residents. An off-line mooring basin is proposed upon redevelopment of the John Dickinson's factory (Proposal TWA2), together with related facilities.

New buildings should respect the scale and different characters of the canal throughout the Inset Area. In particular, only small scale building which retains the sense of spaciousness is appropriate in the semi-rural areas. A more dense urban form of development will generally be appropriate between Apsley Mills and Frogmore End (lock 65): two and three storey building is generally encouraged, provided it substantially improves the townscape along the canal and creates contrast by including open areas. New pedestrian bridges will be sought as part of the upgrading of this area.

Also see Policies 28, 85 and 106.

#### *The River Valleys*

- 3.4.10 The Gade and Bulbourne rivers join at Two Waters (becoming the river Gade), i.e. within the green wedge of designated open land penetrating the town. The Grand Union Canal continues the open land corridor through the Gade valley.
- 3.4.11 The River Gade does not fall within an open land corridor through central Apsley, due to the built nature of its surroundings.
- 3.4.12 The quality of the rivers' environment and their potential as a resource to be enhanced and enjoyed needs to be recognised. Retention of open land described above is critical. Policy 104 encourages nature conservation in river valleys, but additional detail is appropriate.

### **POLICY TWA2: THE RIVERS THROUGH TWO WATERS AND APSLEY**

**Opportunities will be taken to enhance the quality of the River Gade and River Bulbourne and their margins as an ecological and environmental resource.**

**In particular, development proposals will be expected to:**

- (a) retain and supplement existing planting, including the water margins;**
- (b) reinstate banks to their natural state by removal of walls;**
- (c) maintain landscaping buffers along the banks; and**
- (d) support initiatives to improve the flow and quality of water.**

**A new pedestrian route, in an open riverine setting, will be sought along the Gade between Frogmore Mill and Apsley lock (on the canal) at the earliest opportunity. The precise alignment will use Salmon Meadow footpath adjoining Sainsburys for part: the full route will be determined in the light of any development opportunities and may necessitate bridging.**

**New building will not be permitted to dominate the river nor the new pedestrian route**

*Other Open Land*

3.4.13 Two Waters JMI School will be brought into the urban area by the extension of the Manor Estate. The school is an important facility: its broadly open character will provide a contrast with the housing development on the valley side.

3.4.14 St Mary's Church is a local landmark. The openness and trees on the site (together with the landscaping in front of it) are a strong visual feature and provide an attractive setting for the church. There is a strong visual link with the woodland areas of Shendish which extend up the valley side: this will become more pronounced as the extension of the Manor Estate takes place. A public footpath also links to Shendish through the churchyard.

*Two Waters Way Town Entry Route*

3.4.15 The quality of built development and character of the land adjoining Two Waters Way/Two Waters Road helps establish the impression people have on entering the town and is important in the overall setting of the town. The Council wishes to retain and promote the qualities of a planned New Town - the open areas (whether in the Green Belt or designated as Open Land), the links with the countryside and good building design - and diminish the visual impact of the new road and car-related developments.

**POLICY TWA3: CONTROL OF DEVELOPMENT ALONGSIDE TWO WATERS WAY AND TWO WATERS ROAD**

**In the open areas adjoining the route no building or other development will be permitted, if it intrudes upon the openness of the countryside skyline or the swathe of green space (west of the road) which leads to the town centre.**

**Opportunities will be taken to plant more trees in order to:**

- (i) complement the character of Boxmoor;**
- (ii) enhance the countryside setting of the town and/or;**
- (iii) soften or screen the unattractive or intrusive aspects of development.**

**New building will be permitted alongside the route in Corner Hall and Two Waters General Employment Areas (ref. Policy 31), provided it is part of a co-ordinated design scheme. The design of buildings, including their rooflines and the boundaries of their sites are expected to be of a high quality. Building heights must not exceed those given in Policy 31.**

**The sensitive use of building materials, colouring, lighting and advertisements is expected. Very prominent, intrusive or garish features will not be permitted (whether or not they may be considered normal elsewhere).**

### **3.5 Housing**

3.5.1 New housing is required to help meet the Borough-wide requirement in the Plan period. Provision is beneficial and appropriate within the Inset Area to:

- (i) enlarge the existing neighbourhood;
- (ii) help tackle local housing needs (in accordance with Policy 20);
- (iii) help regenerate parts of Apsley;
- (iv) take advantage of the mix of uses provided by workplaces, shops, community facilities and open spaces and their proximity to passenger transport facilities; and
- (v) utilise capacity in existing services, facilities and infrastructure (although there are some localised deficiencies which development schemes will need to address).

3.5.2 The contribution to the outstanding requirement for the Borough of 3,777 additional dwellings between 2001 and 2011 (ref. Policy 16) is expected to lie in the range of 1,100-1,250 dwellings.

3.5.3 Some housing land is identified and is estimated to provide 1,097 more dwellings: i.e. **Proposal Sites TWA1,2,3-6 and 7** in the Schedule of Inset Proposal Sites. The list includes;

- land at Belswains Lane (Proposal TWA1)
- the former John Dickinson's factory, Belswains Lane (Proposal TWA2)
- the extension of the Manor Estate (Proposals TWA3 and 4)
- underused land at the Gas Board site and to the rear, London Road and by Frogmore Mill, behind London Road in Apsley local centre (Proposals TWA5 and 6)
- part of the former John Dickinson's, London Road (Proposal TWA7), which is designated for employment purposes.

3.5.4 Other dwellings will come forward on hitherto unidentified or uncertain sites. This will include:

- infilling, conversions and redevelopment in existing residential areas:

3.5.5 Development will be guided by character area statements (ref. Policy 21 and Supplementary Planning Guidance). For the most part the existing character of residential areas is to be respected, though along London Road in Apsley and Nash Mills there are considered to be greater opportunities for change.

- conversions and developments in Apsley local centre:

the effect of **Proposal TWA8** should be to increase the number of dwellings. There may also be other opportunities.

- the reuse and redevelopment of existing employment generating land for housing:

sites are likely to come forward on an ad hoc basis, as predicted trends for a reduction in the need for and use of employment land materialise. Land at Ebbens Road has been targeted as being desirable or appropriate for change in Policy 33.

#### *Other Land at Belswains Lane*

3.5.6 The former Chiltern Hunt factory site has been redeveloped, while other land remains available in **Proposal TWA1**. The development brief issued in 1994 provided the basis for planning of this area but is updated by detailed requirements in Proposal TWA1.

3.5.7 The factory had poor access, lying behind a long line of houses. Its long term use and possible expansion for industrial use would have conflicted with the character and environment of the adjoining residential area. The adjoining houses with their long back gardens offer the opportunity to create a larger overall scheme, thus enabling more new dwellings to be built in an attractive environment, yet respecting the amenities of existing occupiers.

3.5.8 Key factors lying behind the planning guidance have been the need to protect and enhance the canal corridor and its environment, the requirement for open space for new occupiers, the need for a balanced mix of housing types, the opportunity to encourage more movement on foot or by cycle and the creation of a safe spine road to provide vehicular access throughout. Two junctions with Belswains Lane are considered the most appropriate for safety and environmental reasons.

#### *John Dickinson's Factory*

3.5.9 Although John Dickinson's was a long established firm and employed around 600 people in 1996, it downsized over the 1980s and 1990s. It finally closed in 1999. At this time John Dickinson's effectively occupied

two sites - the factory on Belswains Lane (Proposal Site TWA2) and the high bay warehouse and other uses on London Road (Proposal Site TWA7).

- 3.5.10 The allocation of **Proposal Site TWA2** for predominantly residential use responds to the most pressing concerns in the area: i.e. the Borough's housing requirement and the need to upgrade and revitalise the canal corridor (the ecological and townscape quality of which is relatively poor here). The mooring of residential boats in the basin would make a contribution to the overall housing requirement. Belswains Lane (from which vehicular access will be taken) is a residential area. Alternatively main uses such as offices or retailing would not fit in well; there is no overriding need for them and other opportunities are generally available elsewhere. The redevelopment of the site creates the opportunity to improve the footpath and cycle route network.
- 3.5.11 The planning of this proposal site is inextricably linked with Proposal Site TWA7 opposite, which is being retained and promoted for employment/commercial uses with some housing. A balance has to be struck between the retention of employment opportunities in the Gade valley and more housing. Retention of industry and warehousing would not allow the achievement of tremendous improvements in the environment which are possible by developing the potential attraction of the area's heritage: i.e. the promotion of canal-related facilities such as moorings (ref Policy TWA1), the creation of a high quality urban design respecting and taking full advantage of local assets and attractive viewpoints, support of the Paper Trail and encouragement of other vibrant activities. The location has retail facilities, good access to passenger transport and a footpath network, and lends itself to a mixed use environment attractive to residents of new and existing housing and visitors.
- 3.5.12 The complexity of the planning issues warrants the preparation of urban design and development briefs for the two sites together. Close links will result from:
- (i) the provision of a new footbridge enabling people to be drawn from one side of the canal to the other
  - (ii) the interdependence and mix of uses to be promoted on both sides of the canal; and
  - (iii) the integrated high quality urban design.

*Gas Board Site and Land to the Rear, London Road*

- 3.5.13 **Proposal TWA5** seeks the development of vacant Gas Board land and railway sidings for housing. Joining the two land parcels will enable a rational layout to be achieved, with primary access onto London Road thus maintaining the character of Stratford Way (a residential cul-de-sac).
- 3.5.14 The redevelopment of the land for housing will result in the loss of land for traditional, low grade industrial uses, the potential to provide a freight rail head and the opportunity for the recycling of inert waste. However, a balance has to be made between safeguarding land for employment and

other uses in the wider planning interest and meeting the Borough's housing requirements. The allocation is an important contribution to housing in the Apsley area and would complement the existing residential area on the western side of the site.

- 3.5.15 Detailed planning requires important assets, such as the semi-rural quality of Boxmoor, to be protected, and that all contamination be dealt with effectively.

*Extension of the Manor Estate*

- 3.5.16 The estate is within reasonable reach of Apsley local centre and Sainsburys, community facilities in Apsley, the primary school, the railway station and (by car or bus) the main commercial areas of the town. Development around the estate would not involve the loss of important assets such as high grade agricultural land or leisure facilities.

- 3.5.17 The addition of 300 dwellings to the estate by **Proposals TWA3 and 4** constitutes a substantial contribution to housing supply. The achievement of more housing has been balanced with the maintenance of the environmental integrity of the Gade valley, and assessed against existing infrastructure. The key shortcoming at present is the nature of access to and from the estate. Consequently new development must bring better access: i.e.

- (i) the widening of Featherbed Lane, the construction of a new railway bridge allowing safe passage for all users, the creation of safer junctions with King Edward Street and London Road and other ancillary works (see **Proposals TWA14 and 15**);
- (ii) a new and improved pedestrian bridge (with ramping) over the railway to Kents Avenue; and
- (iii) provision for buses to serve the estate.

- 3.5.18 The design and location of development needs to be controlled in order to protect nature conservation assets, minimise visual intrusion of new building and provide a reasonable amount of public open space. This has the additional benefit of tackling the existing local park deficiency. **Proposals TWA21 and 22** consequently require the provision of open space, the retention of Home Wood, which is a Wildlife Site, and various ecological and environmental measures.

- 3.5.19 The extension of the Manor Estate therefore constitutes a package of proposals (i.e. housing, transport and leisure/environmental) which must be planned comprehensively through the preparation of a development brief and systematically implemented. Timing and co-ordination of development is an issue. The opportunity must be given for archaeological field evaluation, as an Area of Archaeological Significance extends into the sites of Proposals TWA4 and 21 (see Policy 118). The degree of integration of the new housing with the existing estate, in



particular vehicular and pedestrian access, must be determined. The brief will consider these and other matters.

3.5.20 The development will bring its own needs for facilities: these education and other facilities wholly or in part at the local primary school, as well as public open space and possibly a new local communal facility (for which a possible site is identified - **Proposal TWA20**).

3.5.21 Proposal Site TWA3 (between Featherbed Lane and Manorville Road) can be served by a cul-de-sac, but the scale of the remaining development (Proposal TWA4) requires two access points in order to spread traffic and provide a second entry in event of an emergency.

*The Reuse and Redevelopment of Existing Employment Generating Land for Housing*

3.5.22 Policy 34 enables the redevelopment of established employment uses in residential areas for new housing, while Policy 31 gives further flexibility, allowing residential use in specified parts of Corner Hall and Two Waters General Employment Areas. Some land at Ebberns Road has also been targeted for change, in order to further encourage a shift in the balance between employment and housing uses (ref Policy 33).

3.5.22 Ebberns Road employment area adjoins the canal and housing, and can make a good residential environment. The consolidation and intensification of industry or other employment uses in Ebberns Road would have a deleterious effect on housing there.

## **3.6 Employment**

3.6.1 Land for employment generating uses (offices, industry and storage and distribution) will be managed to enable full employment to be achieved (Policy 29). This involves the creation of opportunities for new development and enterprise, as well as retaining some land for traditional uses and industries.

3.6.2 The Inset Area is a key location for the provision of a range of jobs and business opportunities. Consequently, although some land is being released for housing, the area will still make a very important contribution to the Borough's employment land supply. The elements of that supply are:

- Employment Proposal Site TWA7 - the former John Dickinson's London Road
- defined General Employment Areas (under Policy 31)
- land in Apsley local centre (within the context set by Policy 39)
- other land with established employment generating uses:  
this is a declining part of the supply. The ability to reuse and adapt buildings often benefits small businesses which need cheap premises. But should employment use no longer be required, residential use is

invariably acceptable under Policy 33. About 2 hectares has been specifically targeted for conversion to residential use at Ebberns Road.

- 3.6.3 The development of Proposal TWA6 (The British Paper Company, land at Mill Street and rear of London Road) for housing will reduce the parking and capacity of the former Homebase/Texas retail warehouse on London Road. The former Homebase/Texas is designated as part of an out-of-centre retailing location. It is possible this site could come forward for redevelopment towards the end of the plan period. Alternative uses permissible would be non-food retail warehousing, offices and residential. This may create new job opportunities and enable key route proposals to be implemented: i.e. the environment of the river corridor and a new footpath link. In addition road access would need to be considered in the context of highway proposals and circumstances in the area. An area consisting of Kents Brushes, the Shell petrol filling station and adjacent offices are unallocated for a specific use in the Plan. Whilst existing uses can remain on the site, future development proposals will be judged against the other policies in the Plan. The site can be considered together with the adjoining site in any comprehensive redevelopment of the wider area.
- 3.6.4 The allocation of **Proposal TWA7** for predominantly employment and commercial uses arises from the balance struck between retention of employment opportunities in Apsley and residential redevelopment. Redevelopment of the high-bay warehouse is crucial for the implementation of the Paper Trail - a scheme which will attract visitors, bring economic benefits and celebrate the most important aspects of industrial archaeology in the Borough. Older heritage buildings should be retained: the listed building on London Road incorporates John Dickinson's original mill. The location of a visitor reception is ideal on a main road and next to the railway station. Other uses are necessary to complement the visitor experience, contribute to the upgrading of the canal side, bring employment and create interest, vitality and prosperity (e.g. hotel, restaurant, public house, offices). Redevelopment creates the opportunity to improve the environment for pedestrians in particular, but also cyclists. The high urban design quality required of a unique regeneration project involving land on both sides of the canal (Proposals TWA2 and 7) demands very careful planning, including urban design and development briefs:
- 3.6.5 The different requirements and uses encouraged in different General Employment Areas create a range of opportunities for firms to invest and locate. The balance between uses reflects the need to protect a supply of lower grade industrial land, while recognising and encouraging the trend to service employment. Particular location characteristics, such as the nature of the land, transport accessibility, the surrounding uses and the relative priorities for upgrading the environment, are critical.
- 3.6.6 The core office locations either contain modern business/office uses (Doolittle Meadow) or are suitable for office expansion: Corner Hall offers the opportunity to extend the town centre. Apsley Mills adjoins a main road and railway station: it has the potential of a major regeneration opportunity,

based upon existing paper industry heritage features and the canal side environment.

- 3.6.7 Apsley, London Road and Frogmore contain small and medium sized units, suitable for a range of local industrial firms. The latter also offers the opportunity to build upon the paper industry heritage initiative.
- 3.6.8 Paper manufacture may continue at Nash Mills, but the opportunity also exists to diversify the range of uses and upgrade the environment.
- 3.6.9 Two Waters General Employment Areas is suitable for a mix of uses. It adjoins the railway line and has excellent road access: the retention of lower grade areas is vital, but in places upgrading the environment justifies office use.
- 3.6.10 Detailed planning requirements reflect specific circumstances. Commonly these relate to environmental and transport objectives and policies, especially the environment of the river Gade, the canal and the town entry route, and footpath and cycleway initiatives. Flexibility of use is offered where this is justified, for example the residential options along the Lawn Lane frontage or by The Bell PH: in both cases a mix of uses is available within easy walking distance and other housing is close by.

### **3.7 Apsley Local Centre**

- 3.7.1 Apsley's London Road contains a mix of small independent shops, services and other businesses. Despite changes in its character and functioning, particularly the reduction in the number of local shops, the area remains an important local and commercial resource. Designation as a local centre is therefore appropriate.
- 3.7.2 Within the local centre a broad range of uses is encouraged (Policy 39). Part of the centre, 18-98 London Road (excluding the community centre), is defined as a shopping area within which the loss of shops and commercial land use change is controlled (Policy 43). Policy 40 permits new building and rebuilding, provided it is in scale with the size and function of the centre and its surroundings.
- 3.7.3 The generally compact built development character of the centre contrasts with underused and vacant land. London Road is constrained through the centre but otherwise provides a good standard main road in the Inset Area. Businesses are dependent on passing trade, but convenience for short-term parkers must be weighed against safety and the use of the main road.
- 3.7.4 Planning for the local centre deals with these contrasts and issues. Proposals are designed to:
  - (a) maintain the free flow of traffic on London Road insofar as possible (because it is the main distributor road through the valley);

To do this satisfactorily without any significant road widening, the number of accesses onto London Road must be limited and the number of junctions and their layout rationalised.

- (b) direct traffic onto London Road (for example from the extension of the Manor Estate);
- (c) improve Durrants Hill Road without increasing its attraction as a link road between London Road and Lawn Lane (ref. Proposal TWA12);
- (d) make best use of the land resource;
- (e) encourage investment in buildings and avoid vacancies;
- (f) secure more residential units
- (g) ensure safety and convenience for users of the centre, in particular pedestrians;

The signalisation of the Durrants Hill Road/London Road junction can help in this context (ref. Proposal TWA12).

- (h) improve links with the hinterland for pedestrians and cyclists; and
- (i) improve the environment of the river Gade.

**3.7.5 Proposals TWA8 to 10** (in the local centre) are linked. They provide a framework for a series of potential building schemes along London Road. Flexibility of use is offered, but shops and commercial uses are required on the ground floor in the defined shopping area. More intensive building is encouraged, providing key buildings and views are retained. Residential use is encouraged in Proposals TWA8 and 9. Setting back the building line in Proposals TWA9, and 10 allows general building heights to be increased to three storeys and enables the highway corridor to be widened: in turn this will enhance safety. Proposal TWA6 for housing lies to the rear of Proposal TWA10 and is closely linked to it. The four Proposals together will enable the rationalisation of access points and servicing.

**3.7.6 Proposal TWA6** presents a significant new development opportunity (i.e. between the London Road properties and Frogmore Mill). It is most likely to bring the implementation of Proposal TWA12 (Durrants Hill Road widening) forward. Proposal TWA6 requires detailed planning and co-ordination with adjoining sites, in particular:

- **Proposal TWA11** (the filter beds in Durrants Hill Road), in order to provide car parking for the development as well as users of the local centre.

**3.7.7** This will encourage the development of Proposal Site TWA8 which contains the existing public car park and requires more detailed planning.

3.7.8 Further guidance on the planning of the central area of Apsley is given in TWA Diagram 1: Central Apsley.

### **3.8 Out of Centre Retailing**

3.8.1 Existing out-of-centre retail locations in Two Waters and Apsley are listed in Policy 41. These include Apsley Mills Retail Park and the Wickes/ex Homebase stores. Any future change will be governed by the general principles of Policy 41, which constrain new out-of-centre development, and relevant criteria for each site. Controlling new out-of-centre retailing will help prevent the adverse consequences of attracting more traffic and also protect existing centres.

### **3.9 Transport**

3.9.1 Land use and transport proposals (and their planning requirements) respond to particular problems in the Inset Area, to the key objectives and the context provided by the Plan's transport. Planning strategy (Policy 49 which accords with Government advice in Planning Policy Guidance Note 13: 'Transport'). Two Waters Way/Two Waters Road (A414) and London Road (A4251) are key roads distributing traffic within the town (Policy 52). Maintaining the flow of traffic, both public and private transport, on the routes is therefore important. Development policies and proposals in this Inset direct traffic towards the routes and utilise them. Road capacity is not generally being increased, but there are specific reasons to enhance it through the centre of Apsley: i.e. to improve safety and the local environment, to accommodate additional traffic generated by new development in the area and to reduce the effect of a bottleneck. **Proposal TWA13** for the signalisation of the Durrants Hill Road/London Road junction fits in this context.

3.9.2 Land use policies and proposals alongside the A414 and A4251 have been designed to meet local access needs and improve highway safety, while avoiding congestion problems or the demand for major road works ( ref. Policies 52 and 53).

3.9.3 Because Belswains Lane is essentially a residential area, the approach is not to increase road capacity, but to limit the impact of heavy goods vehicles and otherwise calm traffic. Land use proposals encourage new housing.

3.9.4 Throughout the town traffic will be managed in the town as a result of Environmental Traffic Zone schemes (Policy 55). Scheme Txi covers almost all the Inset Area: it aims to balance traffic flow, road safety and environmental benefits, effectively calming traffic in residential areas (see the Schedule to Transport Proposal Sites and Schemes and Transport Diagram 4).

3.9.5 **Proposal TWA12** will create safer highway and pedestrian conditions on Durrants Hill Road.

3.9.6 **Proposals TWA14 and 15** are required to tackle traffic generated by the extension of the Manor Estate, but they also deal with existing local difficulties, most particularly the unsafe conditions around the Featherbed Lane railway bridge.

3.9.7 All Inset policies and proposals are designed to encourage the use of passenger transport, walking and/or cycling: this may be direct (for example the creation of a new path) or indirect by fostering a good relationship between homes, jobs, services and passenger transport accessibility. Specific important transport proposals are:

- **Proposals TWA16 and 17**, protecting key passenger transport facilities, Apsley Station interchange and Hemel Hempstead bus garage respectively;
- **Proposal TWA18**, creating a new cycle route through the valley bottoms; and
- **Proposal TWA19**, a series of schemes enhancing the footpath network (this may include paths shared by both pedestrians and cyclists).

3.9.8 All these are set in the context of Transport Policies 61-64.

3.9.9 The movement of freight by rail or water, using facilities in appropriate General Employment Areas, is encouraged by Policies 65 and 66.

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## 4. IMPLEMENTATION

4.1 The planning policies and proposals in the Inset Plan provide the framework for action by individual landowners over a long period of time. There is no comprehensive scheme for major public investments (as there was in the past through the 1970s Apsley Improvement Area plan). However the Council is a landowner and could facilitate some schemes. Also the County Council as highway authority will support the promotion of cycling and other schemes in accordance with town and county-wide priorities. Development of the Paper Trail may be assisted by monies from the National Lottery and/or European Community programmes. For the most part it is private development schemes, appropriately controlled, which will deliver new housing and other buildings and lead to environmental improvements.

## SCHEDULE OF TWO WATERS AND APSLEY INSET PROPOSAL SITES

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### HOUSING

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<i>Site reference:</i>	<b>TWA1</b>
<i>Address:</i>	<b>Breakspear Hospital allergy testing centre, 162-192 and land to the rear of 194-238 Belswains Lane</b>
<i>Area(Ha):</i>	<b>2.85</b>
<i>Net capacity:</i>	<b>92</b>
<i>Planning Requirements:</i>	<p><b>Demolition of the Breakspear Hospital allergy testing centre. Residential development and redevelopment is encouraged in the density range of 30-45 dwellings per hectare.</b></p> <p><b>Development is likely to be progressed in stages because of the number of gardens/properties involved. It must be co-ordinated not only within the site but also with land adjoining. Each stage of development must be acceptable in itself, continuing the high standard of development on adjoining land and ensuring all land is properly managed and the provision of ready vehicular access into the next stage.</b></p> <p><b>Key requirements are as follows:</b></p> <p><b>(i) buildings should not generally exceed two storeys unless there is a clear design and townscape reason for doing so. Two storey building should not be exceeded immediately rear or nos. 194-238 Belswains Lane. The option of a more dense form of development is available adjoining Proposal TWA3 (at John Dickinson's factory), if nos. 162-192 are redeveloped: building design would then reflect the design-style of Proposal TWA2.</b></p> <p><b>(ii) about 25% of the dwellings should be affordable housing units; these are expected to be provided within the site. However so as not to prevent (or unduly delay) the development of individual parts of the site, commuted sums may be accepted in lieu of provision.</b></p> <p><b>(iii) a new loop road is required through this site and into Kingfisher Drive: the road should have two junctions with Belswains Lane. One will be in this site, the preferred location being at the existing access way into the Breakspear Hospital land.</b></p> <p><b>(iv) a footpath link is to be created, connecting with the path adjoining John Dickinson's.</b></p> <p><b>(v) a cycleway is required (part of a route through</b></p>

the valley bottom, Proposal TWA18).

(vi) open space and wooded areas by the canal and the north western side of the site should be retained. The green space by the canal should be protected as a natural sanctuary for wildlife. Poplar trees at the end of existing rear gardens may be replaced.

(vii) opportunities should be taken to enhance the frontage to Belswains Lane: this could involve tree planting and the creation of rear access to existing properties.

(viii) a contribution towards the provision of additional education facilities and to highway management and improvements of Belswains Lane may be required.

*Progress:*

P. 46 dwellings (net) completed on part of the site, i.e. 162-168 Belswains Lane and the allergy testing centre. A development brief covering most of the site was issued in 1994: it is revised by this Inset. Since 1.4.01 a scheme for 6 units has been submitted on back garden land rear of 228-238 Belswains Lane.

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*Site reference:*

**TWA2**

*Address:*

**The former John Dickinsons factory site, Belswains Lane**

*Area(Ha):*

**7.3**

*Net capacity:*

**430**

*Planning Requirements:*

**Development of the site must be planned comprehensively with land on the opposite side of the canal (Proposal TWA7). An urban design brief and development brief will help guide development. The predominant use will be residential, but other uses are expected, particularly around a new canal basin. 300 dwellings is the minimum dwellings requirement. A significant proportion of 1 and 2 bedroom properties is required. Around 20% of the dwellings should be affordable housing units. An off-line canal basin catering for residential and long-term visitors moorings is to be constructed: the minimum water area should be 0.6 hectares. A high density, high quality design is essential. An urban approach creating a traditional dock-like appearance around the new basin is sought. 3 and 4 storey buildings are possible. The design must respect adjoining development particularly**



that planned on the opposite side of the canal (Proposal TWA7), the canal heritage and important views to Shendish and St Mary's Church. Provision should be made for open space and enhancement of the wildlife corridor. Communal garden areas should be planned with play space, including an equipped playground. A cycle path (part of Proposal TWA18) is required through the site, as well as a new pedestrian link and bridge across the canal to Proposal Site TWA7. Enhancements to the environment and quality of existing footpaths (part of Proposal TWA19). A contribution to the provision of additional education facilities and to traffic management on Belswains Lane will be required. Vehicular access from Belswains Lane. Provision should also be made to salvage and reuse artefacts and commemorate the history of the paper industry (for example through the provision of a wall plaque).

*Progress:*

D. 130 units constructed since 1.4.01

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*Site reference:*

**TWA3**

*Address:*

Land to the north west of the Manor Estate, adjoining Manorville Road

*Area(Ha):*

1.00

*Net capacity:*

30

*Planning Requirements:*

This extension of the Manor Estate must be planned comprehensively with the extension of the estate to the south west and south east (i.e. Proposal TWA4). Development must be directly linked to and secure the provision of public open space, the retention, management and expansion of Home Wood, and other environmental and ecological enhancements on Proposal Sites TWA21 and TWA22. Development must also be linked to highway improvements, including, the demolition of 235-237 London Road (Proposal TWA15), and the widening of Featherbed Lane, a new railway bridge and junction improvements within highway land (Proposal TWA14).

Comprehensive planning of the proposals requires a development brief. The full scheme will provide about 300 dwellings, 33% of which should be affordable units. The housing should generally be two storeyed, with a significant proportion of 1 and 2 bedroom properties. The relationship to Manor Estate and the Apsley

neighbourhood requires new road and footpath links, including railway crossings. A new bus route should be incorporated. Access and management arrangements for open land and woodland between town and bypass roads is required as part of the development, together with provision for public open space and children's play. A contribution towards the provision of additional education facilities will be required. Phasing of development will be determined through the brief. An archaeological evaluation and appropriate mitigation measures should be undertaken in accordance with Policy 118.

The site will be separately accessed from Featherbed Lane. Some land will be required to enable the widening of the lane and new junction with King Edward Street in conjunction with Proposal TWA14 below. Development must ensure that as much of the trees and shrubs on the edge of the site are retained, and replaced as appropriate.

*Progress:*

P.

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*Site reference:*

**TWA4**

*Address:*

**Land to the south west and south east of the Manor Estate**

*Area(Ha):*

**11.97**

*Net Capacity:*

**270**

*Planning Requirements:*

**This extension of the Manor Estate must be planned comprehensively with the extension of the estate to the north east (i.e. Proposal TWA3). Development must be directly linked to and secure the provision of public open space, the retention, management and expansion of Home Wood, and other environmental and ecological enhancements on Proposal Sites TWA21 and TWA22. Development must also be linked to highway improvements, including the demolition of 235-237 London Road (Proposal TWA15), and the widening of Featherbed Lane, a new railway bridge and junction improvements within highway land (Proposal TWA14).**

**Comprehensive planning of the proposals requires a development brief. The full scheme will provide about 300 dwellings, 33% of which should be affordable units. The housing should generally be two storeyed, with a significant proportion of 1 and 2 bedroom properties. The**

relationship to Manor Estate and the Apsley neighbourhood requires new road and footpath links, including railway crossings. A new bus route should be incorporated. Access and management arrangements for open land and woodland between town and bypass roads are required as part of the development, together with provision for public open space and children's play . A contribution towards the provision of additional education facilities will be required. Phasing of development will be determined through the brief. An archaeological evaluation and appropriate mitigation measures should be undertaken in accordance with Policy 118.

This site is the major development area. Land to the south west of the Manor Estate must be accessed from Featherbed Lane and land to the south east via King Edward Street. A comprehensive landscape design is essential to establish a new Green Belt boundary and create a buffer with Shendish. Existing hedgerows and rights of way are to be retained. Better access and parking must be planned and provided for Two Waters JMI School. Open space and playground to be provided within the new residential area: if possible the open space should be linked visually with the school to create a new area of Open Land within the town (and thus to be protected under Policies 9 and 116 in the Plan). New housing should be designed to take account of noise from the A41 and noise and vibration from the railway. The existing railway footbridge adjoining the site should be replaced.  
P.

*Progress:*

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*Site reference:*

**TWA5**

*Address:*

**Gas Board site and land to the rear, London Road**

*Area (Ha):*

**3.59**

*Net capacity:*

**150**

*Planning requirements:*

**Planning for the proposal site should be co-ordinated. A development brief should preferably be prepared for the whole site. The layout should be designed with the main access from London Road. However, access may be acceptable from Stratford Way for the rear part of the site depending on the number of units proposed and the impact on the existing trees. The existing footpath should be retained and enhanced (ref.**

**Proposal TWA19).**

The site should be decontaminated and restored. Detailed aspects of the layout will be affected by Transco's plans for the existing plant and gas storage facilities. Development may be constrained by the storage of a notifiable hazardous substance (i.e. gas): a 30 m consultation zone applies (see Policy 125). Should Transco decide to reduce gas storage capacity at Hemel Hempstead, the removal of the holder on this site is recommended first.

The development should comprise a mixed scheme of houses and flats, respecting the adjoining residential area and semi-rural character of Boxmoor. Around 25% of the units should be affordable housing. Residential development to be sited and designed to take account of the impact of railway noise and vibration.

A contribution may be required towards the provision of additional education facilities.

The retention of trees is encouraged insofar as possible, most particularly as a screen between the housing and the railway. The development should be designed and landscaped to safeguard the amenities of adjoining residents. The valuable plant community on the fly ash waste should be removed to another site.

*Progress:*

P. Since 1.4.01, outline scheme approved for 36 flats on part of the site accessed from Stratford Way and adjacent to the railway line.

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*Site reference:*

**TWA6**

*Address:*

**The British Paper Company, land at Mill Street and rear of London Road**

*Area (Ha):*

**0.89**

*Net capacity:*

**59**

*Planning Requirements:*

**Planning of the area is closely linked to adjoining sites and in particular Shopping Proposal TWA10 at 18.56 London Road and adjoining).**

**Development must be planned so as to enable and not prevent key highway improvements coming forward : the closure of the Durrants Hill Road/Mill Street junction; the widening of Durrants Hill Road (ref Proposal TWA12); signalisation of the Durrants Hill Road/London Road Junction (Proposal TWA13).**

**Land use planning must respond to the current disposition of use and building; i.e. on London**

Road (Proposal Site TWA10) and the largely underused backland.

Development of this backland must be planned comprehensively. No new building proposals will be permitted if they would prejudice implementation of any of the key highway proposals above or the comprehensive planning of the area. An access road should be provided through the site to a standard which would enable the link to be completed if appropriate and servicing of properties of London Road. A development brief is required, covering the following principles. The public conveniences may need to be relocated: otherwise existing uses and buildings should be cleared to enable the new road and building to take place. High density residential development is required. The requirements for a proportion of affordable housing (under Policy 20) will be waived for an appropriate contribution to the development of Frogmore Mill as part of the Paper Trail. Development should be designed to enable the proper operation of Frogmore Mill to continue (for example, in terms of servicing, access, parking). Two storey building respecting the character and qualities of the church, the community centre and Mill House (a listed building) is generally appropriate: three storey elements may be possible. Off-site car parking is proposed (i.e. the development of the former filter beds site. Proposal Site TWA11). In addition improvements to Durrants Hill Road are required (see Proposal TWA12). A reduction in private amenity space standards will be considered. Enhancement of the riverside habitat and environment is required: this will include the partial reinstatement of the bank and a substantial landscaped strip alongside the river. A footpath should be constructed alongside the river between the Mill House and the adjoining site, the former Texas/Homebase store (all part of Proposal TWA19: improvements to the footpath network). The back of properties on London Road should be screened by walling with heavy landscaping (and possible building). Any brief must consider highway routes in more detail opportunities for servicing of properties fronting London Road, opportunities to improve the environment near the community centre (through the creation of a small pedestrian precinct and disabled person's parking bays for example) and

*Progress:* the timing of development. Also see TWA Diagram 1 for the central area of Apsley.  
P. A scheme has been approved subject to a planning obligation. Planning permission granted since 1.4.01.

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## EMPLOYMENT

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*Site reference:* TWA7  
*Address:* Land at the former John Dickinsons, including the high bay warehouse, London Road  
*Area(Ha):* 2.32  
*Proposal:* Reuse of buildings to create a visitor centre and museum related to the paper industry (a key element of the Paper Trail) and related redevelopment for a mix of uses creating local employment opportunities.

*Planning Requirements:* Sufficient land must be set aside for the Paper Trail: the minimum requirement is 0.6 hectares including the listed building and Block 30, plus car parking. The mix of uses may include offices, hotel, restaurant and other visitor facilities. In order to enhance the liveliness and viability of any scheme, retail and leisure uses are possible; but they must be restricted in scale and nature so as to complement the visitor centre and museum and not to detract from other key locations in the town. Car showrooms and retail warehousing are not acceptable. A small number of residential units may be possible, if balanced by an element of commercial development within Proposal Site TWA2 opposite.

Development of the site must be planned comprehensively with land on the opposite side of the canal (Proposal TWA2). An urban design brief and development brief will help guide development. The site is split by London Road into two areas. The larger area adjoins the canal opposite Proposal TWA2 and is available for building and ancillary works. A very high quality of building design is essential: this would respect the setting and scale of the buildings to be retained but also create strong links with the canal and development opposite (i.e. Proposal TWA2). A better sense of enclosure and high quality townscape is sought. Views of the Paper Trail buildings, Shendish and St Mary's Church should be protected or created. Casual visitor moorings should be provided. The possibility of opening up the mill race on at least part of the site

should be considered. The existing landscaping to London Road and around the listed building should be retained as far as possible. A new pedestrian bridge over the canal is required as part of a new footpath link through the site (and Proposal Site TWA2). Retention and enhancement of the existing footpath is required allowing shared use between pedestrians and cyclists (part of Proposal TWA19). The amount of parking on this part of the site should be limited. The smaller area formerly occupied by bicycle sheds is available for car parking only: the parking must be set in high quality landscaping; the station footpath route widened and safe pedestrian crossing facilities provided (part of Proposal TWA19). Provision should also be made to salvage and reuse artefacts and commemorate the history of the paper industry (for example through the provision of a wall plaque).

*Progress:*

P. Planning permissions granted and in progress since 1.4.01. These include the development of 112 flats on part of the site.

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## SHOPPING

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*Site reference:*

**TWA8**

*Address:*

**Public car park and land adjoining, London Road**

*Area (Ha):*

**0.41**

*Proposal:*

**Local centre development scheme**

*Planning requirements:*

**A mix of uses, including office and residential, in new two and three storey buildings is acceptable, and may be combined with the reuse of some existing buildings. The layout must preserve the main view of St. Mary's Church from London Road. The public car park is to be retained until alternative provision is made available (through Proposal TWA11). The junction of Storey Street with London Road is to be closed.**

**A development brief is required to ensure that the future development of the land is planned comprehensively and co-ordinated with development on Proposal Site TWA10 on the opposite side of London Road. Inter alia, the development brief should consider vehicular access (only one point is acceptable from London Road) and the possibility of realigning Storey Street through the site.**

**Also see TWA Diagram 1 for the central area of Apsley.**

*Progress:* P.

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*Site reference:* TWA9  
*Address:* 62-110 London Road  
*Area (Ha):* 0.65  
*Proposal:* Local centre development  
*Planning requirements:* Because of the multiplicity of owners and occupiers no one comprehensive proposal is expected. Instead schemes for new and replacement buildings are encouraged: they should each cover several properties, their design co-ordinated and the following principles adhered to. Buildings may be three storeys: they should be set back one metre from the current building line (to enable a wider highway corridor). The ground floor uses should be retail and related commercial activities in accordance with Policies 39 and 43; residential use is otherwise preferred. Vehicular access points onto London Road should be severely restricted and used for the minimum amount of vehicles: an access should be sought from Durrants Hill Road for servicing and parking to properties at the eastern end of the site. A pedestrian link (with bridge over the river to Proposal TWA11: a new car park on the former filter beds site in Durrants Hill Road) should be accommodated. Also see TWA Diagram 1 for the central area of Apsley.

*Progress:* P.

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*Site reference:* TWA10  
*Address:* Land at and adjoining 18-56 London Road, south east of Durrants Hill Road  
*Area (Ha):* 0.61  
*Proposal:* Local centre development  
*Planning requirements:* Planning of this area is closely linked to adjoining sites and in particular Housing Proposal TWA6 on underused backland. Development must be planned to secure key highway improvements: the closure of the Durrants Hill Road/Mill Street junction; the widening of Durrants Hill Road (ref. Proposal TWA12); and signalisation of the Durrants Hill Road/London Road junction (Proposal TWA13). Land use planning must respond to the current disposition of use and building, i.e. the London



Road frontage and the remainder which is principally underused backland, i.e. Proposal Site TWA6.

The London Road frontage contains a multiplicity of owners and occupiers, and so no one comprehensive proposal is expected. The church, community centre and 56 London Road buildings must be retained. Otherwise schemes for new and replacement buildings are acceptable: they should each cover several properties, their design co-ordinated and the following principles adhered to. Buildings may be three storeys: they should be set back one metre from the current building line (to enable a wider highway corridor).

The ground floor uses should be retail and related commercial activities in accordance with Policies 39 and 43. Non-residential uses will be acceptable on upper floors, if properties have a road to the rear of them. For all buildings vehicular access and servicing should be taken via the new road across. Proposal Site TWA6.

The back of properties on London Road should be screened by walling and landscaping and opportunities taken to service these properties from the new road across Proposal Site TWA6.

Also see TWA Diagram 1 for the central area of Apsley.

*Progress:*

P.

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## TRANSPORT

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*Reference:*

TWA11

*Scheme/Location:*

Car park on the filter beds site, opposite Frogmore Mill, Durrants Hill Road

*Agency:*

Private/Dacorum Borough Council

*Additional Information and Requirements:*

Provision of the car park is linked to new building on the backland area of Proposal Site TWA6 (i.e. between Frogmore Mill and properties on London Road). Although some spaces could be allocated to private users, the car park should generally be available for public use, serving the local centre and visitors to Frogmore Mill in particular. Arrangements for the management of the car park (ensuring public use) must be established at the outset. About 60% of the site area is available for car parking. The choice of surface material must be made with regard to appearance and to surface water drainage.

A footpath should be provided on the frontage.

Works are required to enable safe pedestrian and vehicular access. The provision of the footpath would contribute to the widening of Durrants Hill Road (Proposal TWA12).

Provision should also be made for a footpath link (with pedestrian bridge over the river) to Proposal Site TWA9 (62-110 London Road).

The open character of the site and its surroundings must be protected. Hedging will help screen the visual impact of vehicles and contribute to the ecological enhancement of the site. Arrangements for the protection, enhancement and management of the open areas and water margins must be made. Existing trees/scrub should be retained as far as possible along the frontage of the site.

*Progress:*

P.

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<i>Reference:</i>	<b>TWA12</b>
<i>Scheme/Location:</i>	<b>Improvements to Durrants Hill Road</b>
<i>Agency:</i>	<b>Hertfordshire County Council/Dacorum Borough Council</b>
<i>Additional Information and Requirements:</i>	<b>Limited carriageway widening and new footpaths involving bridge widening and/or a new footbridge</b>
<i>Progress:</i>	<b>Dacorum Borough Council proposal for inclusion in the Local Transport Plan. The scheme is required to be brought forward with the linked development of Proposal Site TWA6 (land at Mill Street and rear of London Road) and the new car park in Durrants Hill Road (Proposal TWA11). Full completion could result from progress with Proposal TWA9 (62-110 London Road).</b>

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<i>Reference:</i>	<b>TWA13</b>
<i>Scheme/Location:</i>	<b>Signalisation of Durrants Hill Road/London Road junction</b>
<i>Agency:</i>	<b>Hertfordshire County Council</b>
<i>Additional Information and Requirements:</i>	<b>HCC/DBC consider that the scheme could be brought forward with developer contributions in connection with development in central Apsley. Scheme would be within the existing highway boundary.</b>
<i>Progress:</i>	<b>Dacorum Borough Council proposal for inclusion in the Local Transport Plan</b>

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<i>Reference:</i>	<b>TWA14</b>
<i>Scheme/Location:</i>	<b>Improvements to Featherbed Lane and junctions with London Road</b>

*Agency:  
Additional information and  
requirements:*

**Hertfordshire County Council/Network Rail**  
The route from Featherbed Lane to London Road must be upgraded to facilitate the extension of the Manor Estate (i.e. Proposals TWA3 and TWA4). Road improvements must be designed together and implemented in accordance with a phased programme of provision. The widening of Featherbed Lane and improvement of the junction with King Edward Street requires land from Proposal Site TWA3. The improvement of the junction of Featherbed Lane with London Road requires the demolition of 235 and 237 London Road (Proposal TWA15).

Proposal TWA14 itself comprises: (a) a new railway bridge; and (b) junction improvements and widening within the highway area along Featherbed Lane and at the London Road/Orchard Street junction.

The improvements must be designed to minimise the impact on residential properties, to accommodate cyclists, pedestrians and buses (as well as other vehicles) and to maintain the capacity of London Road.

*Progress:*

The scheme is to be completed before 2006 as a pre-requisite of residential development. It will only proceed on the basis of developer funding.

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*Reference:  
Scheme/Location:*

**TWA15**  
Demolition of 235 and 237 London Road and widening of the Featherbed Lane/London Road junction

*Agency:  
Additional information and  
requirements:*

**Hertfordshire County Council**  
The proposal is linked to the design and implementation of Proposal TWA14 (Featherbed Lane widening and new railway bridge). It is necessary to facilitate the extension of the Manor Estate (Proposals TWA3 and 4). The junction improvement must incorporate appropriate landscaping and respect the setting of the adjoining listed building (The Bell PH). It must also enable satisfactory access to the adjoining haulage yard site.

Land not required for road works should be brought back into use (See Policy 31 referring to Two Waters General Employment Area). New building may be possible provided it is in character with the listed building adjoining.

*Progress:*

The proposal is to be completed before 2006 as a pre-requisite of residential development at the Manor Estate). It will only proceed on the basis of developer

**funding.**

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*Reference:* **TWA16**  
*Scheme/Location:* **Apsley Railway Station, London Road**  
*Agency:* **Network Rail/ train operating company**  
*Additional information and requirements:* **The existing station interchange facilities must be safeguarded for this use.**

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*Reference:* **TWA17**  
*Scheme/Location:* **Hemel Hempstead Bus Garage, Whiteleaf Road**  
*Agency:* **Private**  
*Additional information and requirements:* **The existing garage is to be safeguarded for this use unless a satisfactory alternative is available (See Policy 64)**

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*Reference:* **TWA18**  
*Scheme/Location:* **Cycle route between Two Waters, Apsley and Nash Mills**  
*Agency:* **Hertfordshire County Council, Dacorum Borough Council and private landowners**  
*Additional information and requirements:* **This scheme is additional to the Highway Authority's network proposals (Scheme Tv in the Schedule of Transport Proposal Sites and Schemes: see Transport Diagram 3). It comprises a series of connecting links creating a dedicated cycleway wherever possible and using shared surface paths (part of Proposal TWA19) and relatively quiet roads otherwise. The provision of key links is a requirement of the development of private land including Proposals TWA1 and 2; also see Policy 33 relating to Ebbens Road and Policy 31 relating to Nash Mills.**  
*Progress:* **Incremental implementation linked to the development of key sites.**

---

*Reference:* **TWA19**  
*Scheme/Location:* **Improvements to the footpath network**  
*Agency:* **Hertfordshire County Council, Dacorum Borough Council and private landowners**  
*Additional information and requirements:* **This set of miscellaneous improvements to the footpath network - creating links, enhancing the environment and convenience of existing paths and allowing shared use with cyclists (where appropriate) - is additional to the Highway Authority's network proposals (Scheme Tvi in the Schedule of Transport**

**Proposal Sites and Schemes:** see Transport Diagram 3). Improvements are a requirement of development proposals (including Proposals TWA1, 2, 4, 5, 6 and 7).

*Progress:* Incremental implementation through the development of the relevant site(s).

---

## **SOCIAL AND COMMUNITY FACILITIES**

---

*Site reference:* TWA20  
*Address:* Land between Featherbed Lane and Two Waters Way  
*Area (Ha):* 0.41  
*Proposal:* Small scale, single storey building and facility meeting a local community need arising from the enlargement of the Manor Estate (Proposals TWA 3 and 4)

*Planning requirements:* The land is available for a community facility should evidence of need be clearly demonstrated. A woodland strip is required next to Two Waters Way, as well as other planting (all linked to Proposal TWA22 - the extension of the western part of Home Wood). The environment of the adjoining footpath must be protected and vehicular access taken from Featherbed Lane. Alternatively, the land is suitable for woodland purposes as an extension of Home Wood (or other appropriate Green Belt use under Policy 4).

*Progress:* P.

---

## **LEISURE AND TOURISM**

---

*Site reference:* TWA21  
*Address:* Land adjoining Featherbed Lane and A41, including the eastern part of Home Wood  
*Area (Ha):* 3.73  
*Proposal:* Provision of informal leisure space, retention and provision of pedestrian routes, retention of woodland and environmental improvements

*Planning requirements:* The extension of the Manor Estate (Proposals TWA3 and 4) must be planned comprehensively with and secure road improvements (Proposals TWA14 and 15) and open space and environmental improvements (this Proposal and Proposal TWA22: the western part of Home Wood).

Proposals TWA21 and 22 are very closely linked: a comprehensive plan explaining landscape design, ecological enhancement and future management of the areas must be prepared and implementation of the plan secured.

Key requirements are as follows: the retention of Home Wood and its future management as ancient semi-natural woodland, allowing for informal public access; retention of hedgerows and other trees, supplemented by new planting where appropriate; tree planting to create a new Green Belt boundary with adjoining residential development (Proposal TWA4); retention of the existing right of way and creation of a new route; creation of public open space adjoining Home Wood and Shendish; tree planting to soften the impact of the new housing on the wider countryside; and the creation of an ecological corridor between Home Wood and the wider countryside (particularly at Shendish).

*Progress:*

P.

---

*Site reference:*

**TWA22**

*Address:*

**Land between Featherbed Lane, Two Waters Way and A41, including the western part of Home Wood**

*Area (Ha):*

**1.45**

*Proposal:*

**Retention of woodland and environmental improvements, allowing informal public access**

*Planning requirements:*

**The extension of the Manor Estate (Proposals TWA3 and 4) must be planned comprehensively with and secure road improvements (Proposals TWA14 and 15) and open space and environmental improvements (this Proposal and Proposal TWA21: the eastern part of Home Wood).**

**Proposals TWA21 and 22 are very closely linked: a comprehensive plan explaining landscape design, ecological enhancement and future management of the areas must be prepared and implementation of the plan secured.**

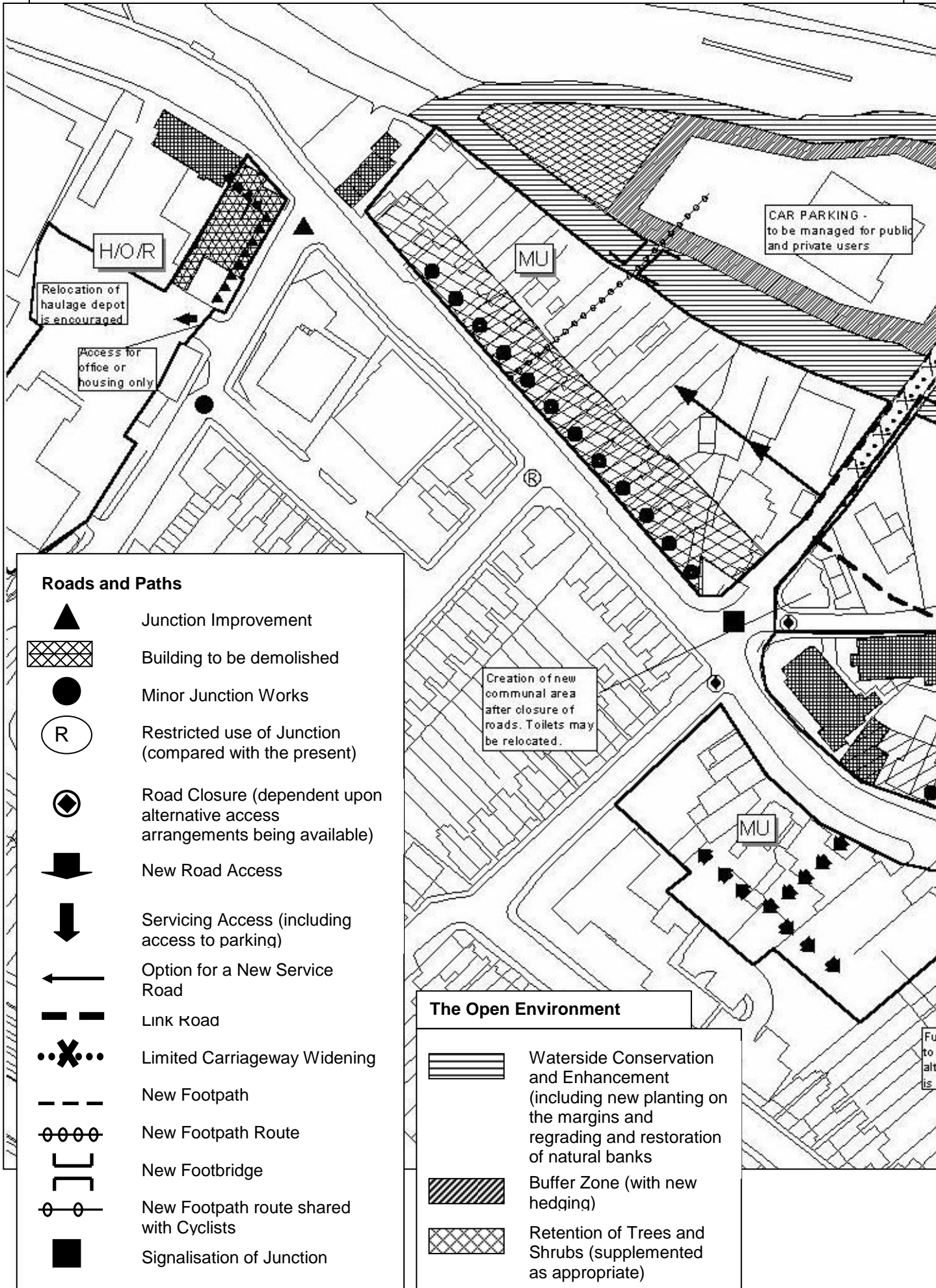
**Key requirements are as follows: the retention of Home Wood and its future management as ancient semi-natural woodland; the extension of the woodland into the adjoining field; and arrangements for public access.**


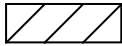
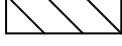
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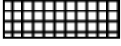
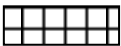



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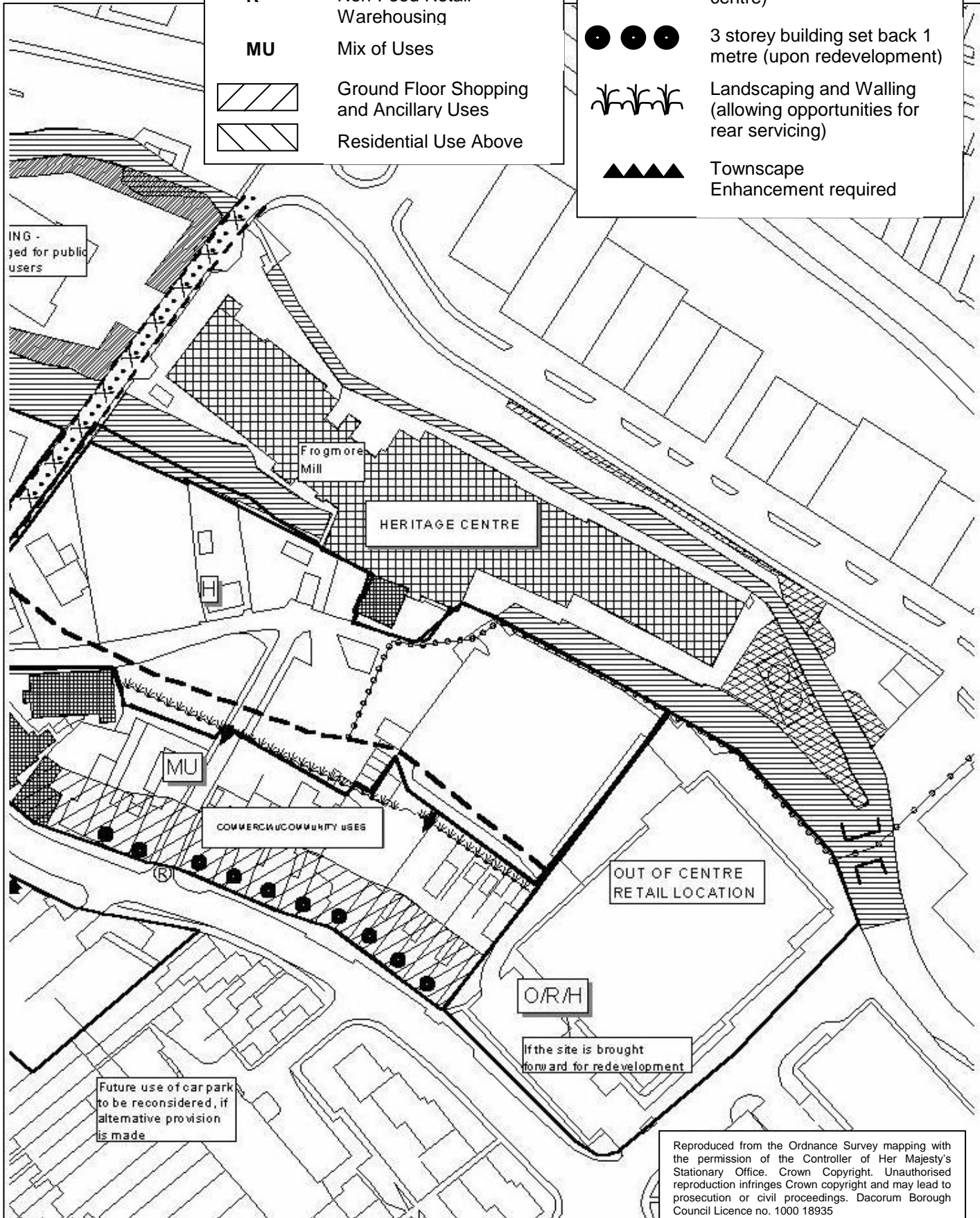
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**TWA DIAGRAM 1: CENTRAL APSLEY**



Land Use	
	Key Development Areas
<b>H</b>	Housing
<b>O</b>	Offices
<b>R</b>	Non-Food Retail Warehousing
<b>MU</b>	Mix of Uses
	Ground Floor Shopping and Ancillary Uses
	Residential Use Above

Urban Design Issues	
	Principal Buildings to be retained (for historic, cultural or townscape reasons)
	Building to be adapted and renovated (for heritage centre)
	3 storey building set back 1 metre (upon redevelopment)
	Landscaping and Walling (allowing opportunities for rear servicing)
	Townscape Enhancement required



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# APPENDICES



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# APPENDIX 1



## APPENDIX 1

### SUSTAINABILITY CHECKLIST

A1.1 Not all applications will require the submission of a statement – see table below:

The checklist should NOT be used for the following	The checklist SHOULD be used for the following types of application
Householder applications	(A) Large scale – residential 5 or more dwellings – commercial more than 235 Sq.m of floorspace.
Advertisements	(B) Small scale – residential less than 5 dwellings – commercial 235 Sq.m or less of floorspace.
Telecommunications	(C) Change of use or conversions  (D) Non building development e.g.) car parking or landscaping
	<b>Note: the capital letter above indicates which of the following criteria need to be considered when submitting a planning application.</b>

A1.2 Where there is any doubt as to whether a statement is required or what it should contain, applicants should contact the local planning authority. Broadly, major development will be expected to address most of the criteria in their statement whereas smaller scale proposals will need to cover a more limited number. Applicants are expected to address all the criteria relevant to their planning application from the list below. A guide for applicants is being prepared by Hertfordshire County Council as part of the review of the Structure Plan.

A1.3 An applicant should consider “does my proposal.....”

#### The Sustainability Checklist

Criteria	Development Type
<b>1. Land use –</b> <ul style="list-style-type: none"> <li>• use previously developed land as opposed to a greenfield site.</li> <li>• avoid loss of open land or urban open space</li> </ul>	<b>A,B,D</b>  <b>A,B,D</b> <b>A,B,D</b>



<ul style="list-style-type: none"> <li>• make use of derelict\under-used\vacant land or buildings</li> <li>• protect and improve the setting of features of archaeological and historic interest</li> <li>• encourage long life buildings both in terms of using durable construction and accommodating different uses</li> <li>• avoid high quality agricultural land</li> <li>• maximise solar gains by making the best use of the sun, avoiding overshadowing, size and orientation of the windows</li> </ul>	<p>A,B,D</p> <p>A,B,C</p> <p>A,D</p> <p>A,B,C</p>
<p><b>2. Minerals and Soils</b></p> <ul style="list-style-type: none"> <li>• Minimise the need for aggregates</li> <li>• include a site investigation to identify soil contamination and take correct measures for decontamination</li> </ul>	<p>A,D</p> <p>A,B,D</p>
<p><b>3. Waste</b></p> <ul style="list-style-type: none"> <li>• minimise the amount of waste produced by taking measures to re-use and recycle waste.</li> <li>• encourage the use of a recycled, recyclable and durable products e.g.) salvage material for re-use\recycling, demolition materials for hardcore and aggregate.</li> </ul>	<p>A,B,C,D</p> <p>A,B,C,D</p>
<p><b>4. Energy</b></p> <ul style="list-style-type: none"> <li>• maximise energy conservation in buildings i.e.) by using renewable energy sources, solar panels, insulation creating buffer zones e.g.) lobbies, draft proofing, localised temperature controls, weather breaking planting and use of condensing boilers</li> <li>• generate power efficiently e.g. using combined heat and power, heat\methane recovery from waste, solar panels, renewable energy.</li> <li>• encourage energy efficient modes of transport e.g.)walking, cycling and public transport</li> <li>• minimise energy use during construction in terms of extraction, manufacture, transport use and disposal in</li> </ul>	<p>A,B,C</p> <p>A,B,C</p> <p>A,B,C,D</p>

<p>construction e.g. minimise changes to site levels, use of local materials, avoid use of aluminium.</p>	
<p><b>5. Air, water, noise and light</b></p> <ul style="list-style-type: none"> <li>• reduce air pollution and dust both in construction and operation e.g.) low polluting boilers, low traffic volumes and wheel cleaning and damping to reduce dust.</li> <li>• improve water quality and protect groundwater from contamination e.g.) sewer renewal, waterway maintenance, reed beds for waste water treatment.</li> <li>• minimise water consumption e.g.) through water meters, water efficient fixtures, rainwater storage and use of 'grey' water.</li> <li>• protect the hydrology of the site and the surrounding area e.g. by using permeable surfaces for car parking, provide open water areas, minimise road length, avoid water run-off into watercourses, avoid building on floodplains.</li> <li>• minimise noise e.g.) through building design, traffic reduction, use of quieter technology, hours of operation.</li> <li>• minimise light pollution e.g.) design of buildings, avoiding the need for floodlighting, design to minimise light needs</li> <li>• minimise odours from buildings and plant</li> <li>• provide information on pollution levels and sources to allow effective action to be taken.</li> </ul>	<p>A,D</p> <p>A,D</p> <p>A,B,C</p> <p>A,B,D</p> <p>A,B,C</p> <p>A,D</p> <p>A,B,C,D</p> <p>A</p>
<p><b>6. Nature</b></p> <ul style="list-style-type: none"> <li>• protect designated sites/features of nature conservation importance, including Sites of Special Scientific Interest and Wildlife Sites.</li> <li>• conserve and make positive provision for nature conservation , naturally shaped watercourses, nature planting.</li> <li>• ensure waste products do not harm wildlife</li> </ul>	<p>A,B,D</p> <p>A,B,C,D</p> <p>A,B,C,D</p> <p>A,B,C</p> <p>A,B,D</p>

<ul style="list-style-type: none"> <li>• avoid use of tropical hardwoods and use timber from sustainable sources.</li> <li>• provide for on-going management of habitats</li> </ul>	
<p><b>7. Community Needs</b></p> <ul style="list-style-type: none"> <li>• provide affordable housing or where appropriate a commuted payment.</li> <li>• provide or support local facilities e.g.) shops, community facilities (including education), bus services</li> <li>• improve leisure and recreation facilities, maintains public access to open space and/or provide open space and commuted sums for maintenance.</li> <li>• seek to involve the community in the development of proposals</li> <li>• form strong diverse neighbourhoods which encourage vibrant local communities</li> </ul> <p>*does not apply to commercial development.</p>	<p><b>A,B,C</b></p> <p><b>A,B,C</b></p> <p><b>A,B,C</b></p> <p><b>A,B,C,D</b></p> <p><b>A*</b></p>
<p><b>8. Employment needs</b></p> <ul style="list-style-type: none"> <li>• increase job opportunities for local people</li> <li>• add to the diversity of the local economy.</li> <li>• promote socially and environmentally responsible business practice e.g.) waste, minimisation, office recycling, energy saving schemes, noise reduction.</li> </ul>	<p><b>A,B,C</b></p> <p><b>A,B,C</b></p> <p><b>A,B,C</b></p> <p><b>A</b></p>
<p><b>9. Health</b></p> <ul style="list-style-type: none"> <li>• avoid unsafe building materials e.g. asbestos, organochlorides.</li> <li>• store hazardous materials safely</li> </ul>	<p><b>A,B,C</b></p> <p><b>A,B,C</b></p>
<p><b>10. Access</b></p> <ul style="list-style-type: none"> <li>• minimise distances to the main employment centres, shops, recreation and community facilities and schools.</li> <li>• maximum access for pedestrians and cyclists to and within the development.</li> <li>• improve access to buildings for all</li> </ul>	<p><b>A</b></p> <p><b>A,B</b></p> <p><b>A,B,C,D</b></p>

<p>(wheelchair users, people with young children and disabled people.</p> <ul style="list-style-type: none"> <li>• make public transport a more attractive or a more viable alternative (e.g. more frequent buses, bus preference measures, increased populations in transport corridors.</li> <li>• meet the requirements for the preparation and implementation of a Green Transport Plan.</li> <li>• improve facilities for those without a car (e.g. local shops).</li> <li>• make appropriate provision for parking e.g. appropriate levels and standards of parking.</li> </ul>	<p><b>A</b></p> <p><b>A</b></p> <p><b>A</b></p> <p><b>A,B,C</b></p>
<p><b>11. Safety</b></p> <ul style="list-style-type: none"> <li>• minimise opportunities for crime through the layout of buildings and spaces e.g.) natural surveillance of paths and appropriate landscaping.</li> </ul>	<p><b>A,B,C,D</b></p>
<p><b>12. Aesthetics</b></p> <ul style="list-style-type: none"> <li>• protect designated landscape sites.</li> <li>• integrate well into its surroundings (shape, size and materials complement those of surroundings)</li> <li>• include good standards of screening and landscaping (e.g. through the use of soft boundary treatment such as hedges and shrubs, native species and landscape management plans).</li> <li>• take opportunities to improve the street scene or appearance of the area.</li> </ul>	<p><b>A,B,D</b></p> <p><b>A,B,C,D</b></p> <p><b>A,B,D</b></p> <p><b>A,B,D</b></p>

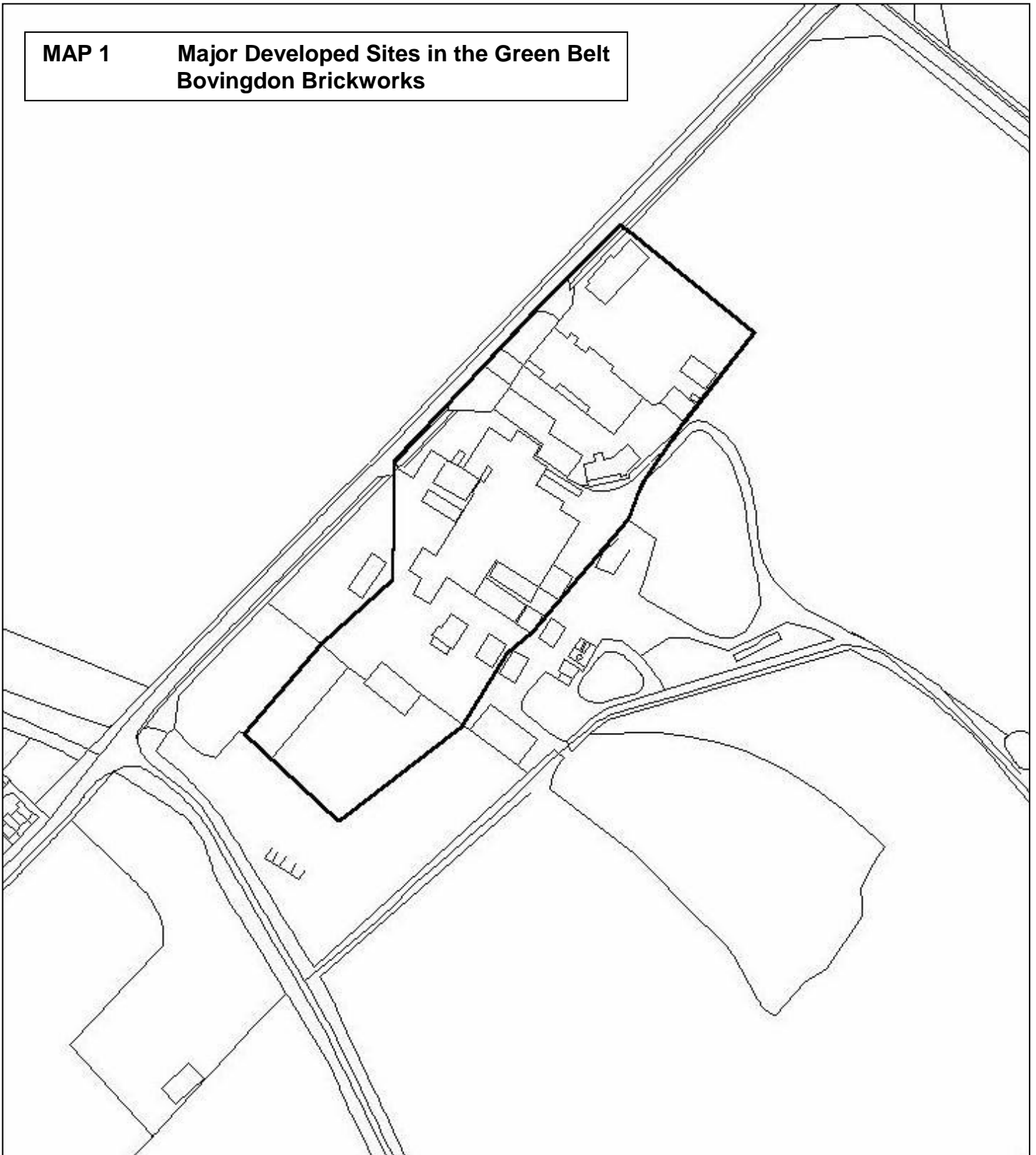


## APPENDIX 2



**MAP 1**

**Major Developed Sites in the Green Belt  
Bovingdon Brickworks**



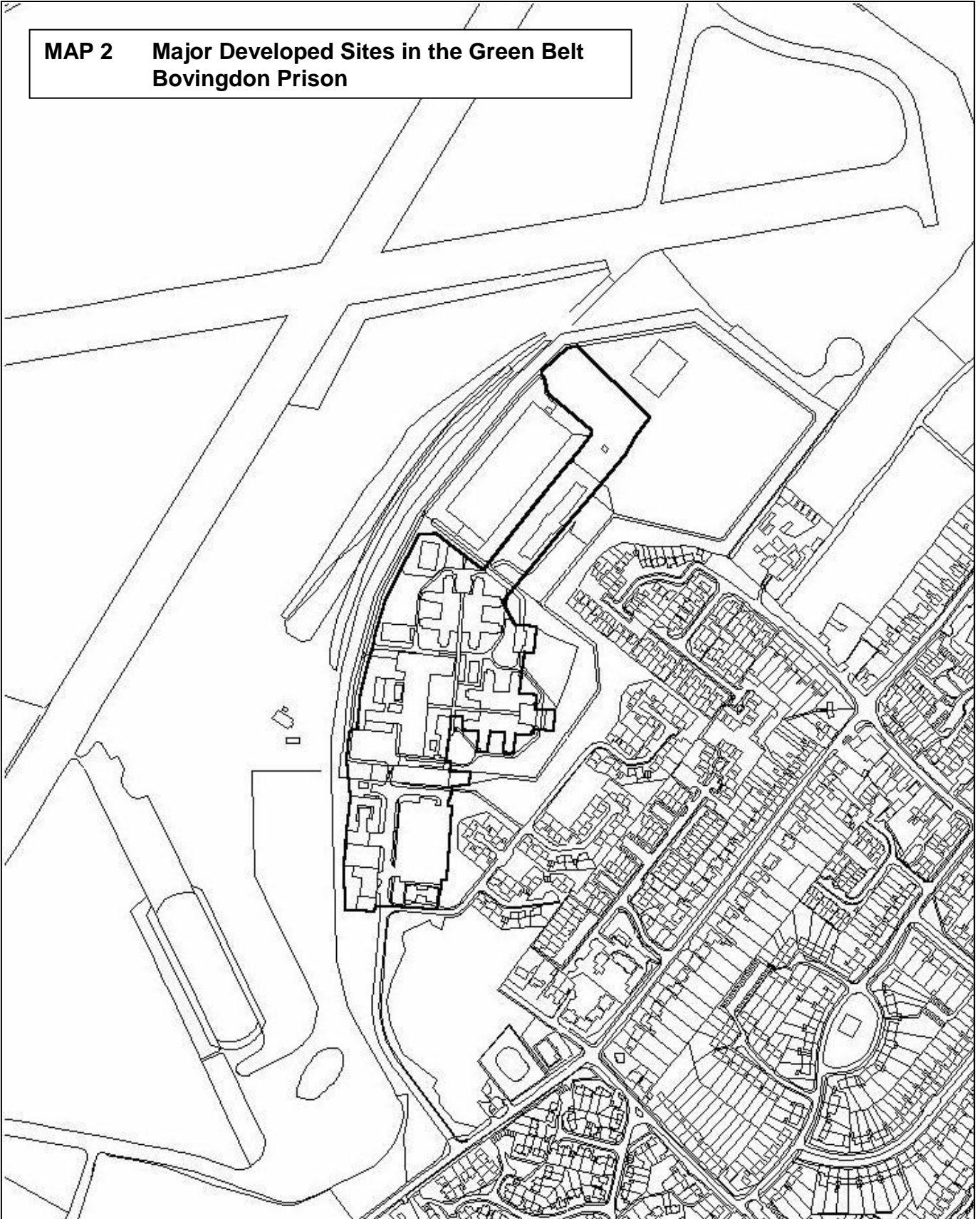
Infill area

Scale 1:2,500

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**MAP 2 Major Developed Sites in the Green Belt  
Bovingdon Prison**

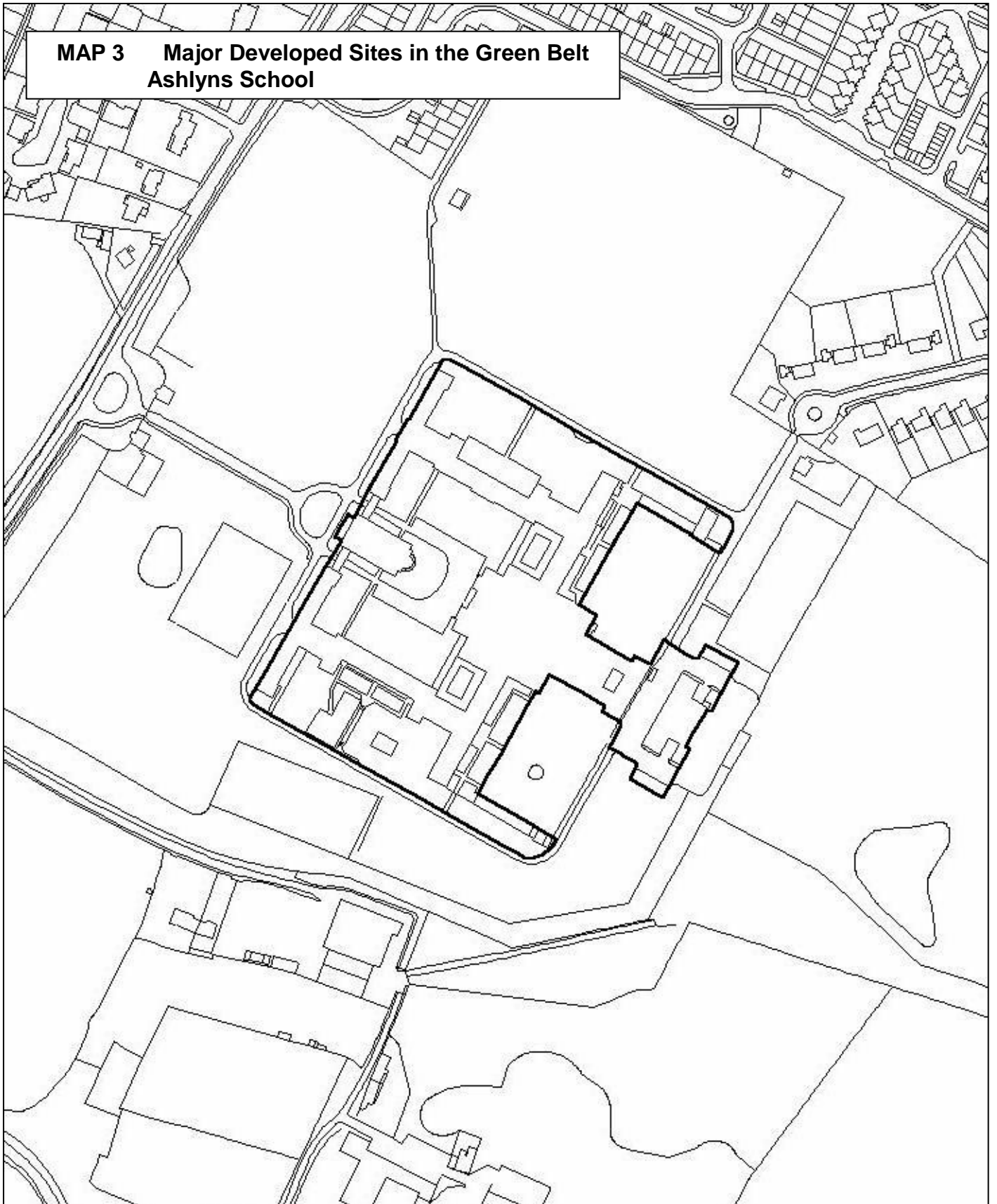


Infill area

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**MAP 3 Major Developed Sites in the Green Belt  
Ashlyns School**



Infill area

Scale 1:2,500

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**MAP 4**

**Major Developed Sites in the Green Belt  
Kings Langley Secondary School**



Infill area

Scale 1:2,500

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**MAP 5**

**Major Developed Sites in the Green Belt  
Berkhamsted Hill**



Infill area

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**MAP 6**

**Major Developed Sites in the Green Belt  
Bourne End Industrial Estate**



Infill area

Scale 1:2,500

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## APPENDIX 3



## APPENDIX 3

### LAYOUT AND DESIGN OF RESIDENTIAL AREAS

- A3.1 Proposals should be guided by the existing topographical features of the site and its immediate surroundings. They should respect the character of the surrounding area, and in particular there must be adequate space for the proposed development without creating a cramped appearance. Further requirements are made and guidance provided in the Policy Statement in, Supplementary Planning Guidance 'Development in Residential Areas'.
- A3.2 There is a need for variety and imagination in the layout and design of housing so as to avoid residential developments which lack character and identity.
- A3.3 Careful consideration needs to be given to the spatial quality of layouts. Roads and buildings must be designed and located to ensure that the scale of space between buildings is related to the pedestrian, i.e. on a human scale and not large nor impersonal. Large expanses of car parking should be avoided as far as possible. In mixed development schemes, open spaces should be related to building height to provide variety and interest and careful thought given to its intended function. Each space should have its own special identity and attention must be paid to the sequence of spaces and how they are linked.
- A3.4 Terraced and courtyard forms of development have the greatest advantages in terms of sustainability, though the former must be carefully orientated.
- A3.5 The design of individual buildings should respect the overall street scene, and the finishing materials should be in keeping with those of the surrounding area.
- A3.6 More detailed aspects of layout and design should be treated as follows:

#### **(i) Privacy**

Residential development should be designed and laid out so that the privacy of existing and new residents is achieved. A good standard can be achieved by attention to detailed design, e.g. staggered building lines, careful grouping and orientation of dwellings, different sizes and positions of windows and doors and the erection of screen walls, fencing and planting.

Buildings should at least maintain the distances with their neighbours given under (ii) and (iii) below. Exceptions may be possible in individual circumstances depending upon the particular topography, character of the area and nature of adjoining land uses.



**(ii) Gardens and Amenity Space**

All residential development is required to provide private open space for use by residents whether the development be houses or flats. Private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5 m. Ideally a range of garden sizes should be provided to cater for different family compositions, ages and interests. A reduced rear garden depth may be acceptable for small starter homes, homes for the elderly and development backing onto or in close proximity, to open land, public open space or other amenity land. Larger family or executive style homes will be expected to provide a garden of greater depth. For infill developments garden depths which are below 11.5m but of equal depth to adjoining properties will be acceptable. Generally all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

Residential development designed for multiple occupancy will be required to provide a private communal amenity area to the rear of the building at least equal to the footprint of the building for two storey developments, and increasing with building height. Drying areas and bin stores should be separate from the private communal amenity area.

**(iii) Spacing of Dwellings**

There should be sufficient space around residential buildings to avoid a cramped layout and maintain residential character, to ensure privacy and to enable movement around the building for maintenance and other purposes.

The minimum distances of 23 m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy. This distance may be increased depending on character, level and other factors.

Spacing between dwellings should be provided at a distance which is consistent with the surrounding areas, as recommended with the development principles in Supplementary Planning Guidance: Development in Residential Areas.

**(iv) Sunlight and Daylight**

Residential development should be designed and positioned in such a way that a satisfactory level of sunlight and daylight is maintained for existing and proposed dwellings. Significant overshadowing should be avoided (see the Building Research Establishment's report "Site Layout Planning for Daylight and Sunlight" 1991).

A 45° angle of light should be maintained as a basic minimum to all significant windows of habitable rooms.

**(v) Access and Servicing**

Roads and footpaths, which the highway authority is expected to adopt, should take account of the criteria in "Roads in Hertfordshire: A Design Guide" (issued by Hertfordshire County Council) and any other relevant updating criteria. However design solutions based on road frontage development and traffic permeability should also be considered appropriate. Other roads and footpaths which are to remain private and unadopted should be designed to the same standard. In order to reduce speeds and encourage sustainable modes of transport, vehicle routes should be winding, though not unnecessarily circuitous.

Pedestrian routes and cycleways should have the most direct access to the existing network and facilities whilst avoiding excessive gradients. Appropriate provision of shared surfaces and at-grade road crossings will be required. Access to bus transport should be considered – in particular accessibility to existing bus stops for passengers. Loop or spine routes should be provided to allow buses to enter large sites. Traffic calming measures on existing or potential bus routes should allow for convenient and comfortable bus transport.

The needs of statutory undertakers, emergency services and essential delivery and disposal vehicles should be taken into account, and the emergency services and local authority should be consulted regarding acceptable distances from vehicle to reception point.

**(vi) Noise**

Planning Policy Guidance Note 24: 'Planning and Noise' gives guidance on the assessment of noise when considering new residential development. Other noise-sensitive developments such as hospitals and schools are generally set in more extensive sites and have more scope in their layouts for careful siting of the most noise-sensitive buildings.

PPG 24 introduces the concept of Noise Exposure Categories (NECs). Category A represents the circumstances in which noise is unlikely to be a determining factor; Category D relates to the situation where a development would normally be refused; and Categories B and C deal with situations where noise mitigation measures may make

development more acceptable. Annex 1 of the PPG sets out recommended Noise Exposure Categories for new dwellings near existing noise sources such as road, rail and air traffic, and mixed sources which may also include industry. Industrial noise varies considerably in character and there is insufficient information on people's response to it so it does not form a separate category. For consistency, noise levels are measured as LAeqT i.e. the equivalent continuous sound level (the sound level of a notionally steady sound having the same energy as a fluctuating sound over a specified measurement period (T)). They are measured in the open, and assessed for day-time and nighttime.

A good internal standard to achieve is around 40 dB(A). Externally, a reasonable part of the garden should not be subject to noise levels exceeding 55 dB(A).

The impact of noise can be minimised by careful attention to layout, landscaping and noise-screening measures, particularly if residential schemes are located in noisy areas.

Schemes should also be designed to minimise potential noise nuisance to dwellings from within the site. Particular attention should therefore be given to the location of parking areas and children's play areas. A careful balance is required between this design factor and the benefit of overlooking for security purposes.

#### **(vii) Crime Prevention through Design**

It is accepted that design and environmental factors, including concepts of defensible space, natural surveillance, security lighting, access control and security hardware can have an effect on the potential for crime.

Such measures are most cost effective at the planning stage and developers and their architects are strongly advised to consult the Hertfordshire Constabulary Architectural Liaison Officer at Police Headquarters, Welwyn Garden City for advice.

This advice is always subject to the requirements of the Planning and Fire Regulations and wider design issues. Where possible the recommendations in British Standard 8220 (Parts 1 to 3) should be incorporated in development proposals in order to design out crime.

#### **(viii) Water Environment**

Traditional drainage schemes for new developments tend to collect surface water run-off and increase the amount and flow of water reaching the rivers transporting with it increasing amounts of pollution.

The Environment Agency recommends source control of run-off and is undertaking initiatives to encourage the use of 'Best Management Practices' (see "A Guide to Sustainable Urban Drainage" published by the Environment Agency and the Scottish Environment Protection Agency). Surface water run-off can be reduced by the use of permeable surfaces and/or swales and filter strips alongside roads. Detention ponds and associated reedbeds can also serve as attractive wetland features. Special precautions may be required in areas of groundwater supply.

Efforts should also be made to reduce demand for water e.g. by collection and storage of rainwater and appropriate recycling of wastewater.

Further information regarding water-related matters is contained in Section 2 of Supplementary Planning Guidance: The Environmental Guidelines.



## APPENDIX 4



## **APPENDIX 4**

### **LAYOUT AND DESIGN OF EMPLOYMENT AREAS**

- A4.1 The potential impact of employment developments on the quality of the environment can be much greater than residential development due to the larger building masses usually involved and the potential problems of nuisances through traffic movements, noise, fumes or mechanical vibration.
- A4.2 Special care should be taken in the layout and the design of buildings to ensure there is no unreasonable loss of amenity to nearby residents.
- A4.3 Schemes should be designed to minimise the visual impact of outside storage of materials, equipment, packing cases and refuse.
- A4.4 More detailed aspects of layout and design should be treated as follows:

#### **(i) Access and Servicing**

The layout of individual sites will require adequate facilities for off-street loading, unloading, vehicle turning, circulation and parking for all vehicles calling at the site.

In the design of individual units, special care should be taken in the location of loading bays and accesses to mitigate the impact of traffic and noise on adjoining uses.

Vehicle access should be separated from pedestrian access and also take account of the needs of cyclists. Public access should be planned to avoid the need for members of the public to pass through work or storage areas.

On large employment sites it may be appropriate to ensure that buses can operate through the site or that stopping facilities are provided close to the site and are associated with pedestrian links.

#### **(ii) Health and Safety**

Establishments where hazardous substances are involved in processes are required to notify the Health and Safety Executive and the Fire Authority in addition to the Council. Applicants are therefore advised to consult these bodies in cases where flammable and toxic substances are involved.

Advice is available from the Council's Chief Environmental Health Officer.



### **(iii) Pollution Control**

Adequate arrangements must be made for the storage, collection and disposal of solid wastes, with special stringency required for toxic or hazardous substances. Where possible, materials should be recycled and packaging of products kept to a minimum. Appropriate provision should be made for public and private waste recycling facilities.

In certain cases storage of toxic or hazardous substances may require a waste management licence issued by the Environment Agency.

Anyone responsible for the handling and storage of waste should be aware of the "Duty of Care" provisions of the Environmental Protection Act 1990 which impose wide-ranging responsibilities for ensuring the proper handling, storage and disposal of all classes of waste. Advice can be obtained from the Environment Agency on the storage of waste and other materials.

All emissions into the atmosphere should comply with the Environmental Protection Act 1990.

If industrial water is to be discharged into public sewers, it must be treated adequately beforehand, and the consent of Thames Water Utilities Ltd must be obtained. Efforts should be made to reduce demand for water e.g. by collection and storage of rainwater and appropriate recycling of wastewater.

Surface water run-off should be reduced by the use of permeable surfaces and/or swales and filter strips alongside roads. Special precautions may be required in areas of groundwater supply. Detention ponds and associated reedbeds can also serve as attractive wetland features. Special precautions may be required in areas of groundwater supply (see "A Guide to Sustainable Urban Drainage" published by the Environment Agency and the Scottish Environment Protection Agency). Further information regarding water-related matters is contained in Section 2 of Supplementary Planning Guidance: The Environmental Guidelines.

Boundary noise levels for industrial or commercial premises should be set so that, as far as possible, the site boundary level will not be greater than the background noise level. Mitigation measures may include noise reduction at the point of generation by use of quieter machinery or containment of noisy equipment.

## APPENDIX 5



## APPENDIX 5

### PARKING PROVISION

#### Introduction

- A5.1 The County Council has adopted Supplementary Planning Guidance (SPG) for parking provision at new development. This document sets out recommended maximum car parking standards for each of the Use Classes and requires the identification of 'Accessibility Zones' at the local level. The task of defining which geographical areas fall into which accessibility zone has been left to individual districts.
- A5.2 To enable the practical application of this demand-based approach to parking provision, the Borough Council has undertaken work to define zones and has subsequently adopted 'Accessibility Zones for the Application of Car Parking Standards' as a supplement to this SPG. This document contains detailed zone maps for the three towns within the Borough. These were adopted by the Borough Council in July 2002.
- A5.3 Most of the Dacorum Borough falls within Zone 4, where normal maximum car parking standards apply. Some areas of the three towns (Hemel Hempstead, Berkhamsted and Tring) fall within Zones 1-3 where less parking will be required.
- A5.4 Further advice regarding this zonal approach is provided in the Best Practice Guide: *Parking Provision at New Development*, published by the County Council.

#### Non-Residential Development

- A5.5 The maximum standards for non-residential development represent the starting point for provision, with restraint to be applied progressively on a zonal basis in urban areas.
- A5.6 New non-residential development within each of the four 'Accessibility Zones' will be expected to provide the following proportions of the relevant maximum parking standard:-

ZONE TYPE	CAR PARKING PROVISION (% of maximum demand-based standard)
1	0-25%
2	25-50%
3	50-75%
4	75-100%

- A5.7 In rural areas the maximum standards will normally be applied directly, without restraint. The needs of disabled motorists are to be met in full, irrespective of location. Cycle parking provision will also be required.

### **Residential Development**

- A5.8 For residential development, the SPG currently expects all parking demand to be accommodated on site; although reduced provision may be acceptable for high-density residential proposals in appropriate locations. These standards are currently under review by the County Council. The objective of this review is to achieve an average of 1.5 spaces per dwelling across all new housing development in each authority area, in accordance with guidance in Planning Policy Guidance Note 3: Housing.
- A5.9 The review proposes a two-tier approach, with the residential standards further reduced in the most accessible locations. These are those areas located within Zones 1 and 2 in the Dacorum Borough Council's Accessibility Zones SPG. The County Council proposes to include new residential standards in a revised County SPG.
- A5.10 The Borough Council intends the standards for Dacorum to be consistent with those adopted county-wide by the County Council. The standards included in the table for General Needs Residential Use are the same as those proposed by the County Council but not yet formally adopted by it.
- A5.11 The County Council propose that provision, usage and the reaction of the housing market to the new residential standards are monitored and the standards modified as necessary.
- A5.12 Fractions of parking space may arise due to unassigned spaces being incorporated into a proposal. Unassigned spaces are primarily provided for visitors and may be incorporated into the streetscape, provided this is compatible with amenity considerations.

### **Design and Layout**

- A5.13 A standard minimum size car parking space is taken as being 2.4 m x 4.8 m. This applies to a hardstanding, or to the internal clear dimensions of a garage or carport. For a hardstanding a minimum depth of manoeuvring space between rows of spaces or other limits is 6 m. Where spaces take the form of garages or carports this should be increased to 7.3 m. Where spaces are provided in lay-bys, or with direct access onto the public highway, bay length should be a minimum of 6 m with, in addition, tapers in and out of the lay-by at each end (5m long minimum). The minimum width of the lay-by should not be less than 2.4 m. All spaces should be capable of independent usage, except where provided within a dwelling curtilage. In this case double parking is acceptable, provided that double parking spaces, garages or carports have a length of at least 10 m when specifically designed for double end-on parking.

- A5.14 Where spaces are provided in private drives fronting garages, the garage doors should be set not less than 5.5 m from the highway boundary. The latter is usually the back of the footway but may be the back of the verge or easement strip where no footway is required to be provided. The minimum highway requirement is a 1 m wide easement strip behind the kerb of the public highway.
- A5.15 An element of parking designed and reserved for disabled people should be provided in major developments which necessitate public access or accommodate a large number of employees. Normally 4% of the total car parking provision should be so allocated. Spaces should be wider than normal, at 3.3 m, (or where in rows, standard 2.4 m width spaces should have a 0.9 m width marked out space between every disabled bay), appropriately marked and signed, and located conveniently in relation to building entrances or pedestrian areas. An element of purpose-designed disabled person's parking should also be provided to serve specialist elderly or handicapped housing schemes. The level of provision will be determined in relation to the nature of the scheme.
- A5.16 Nationally over a quarter of all reported crime is car related. Where and how cars are parked is therefore crucial to both the quality and safety of new development. For residential development, in-curtilage parking arrangements are preferred. Where communal parking is required, cars should be located in small groups and subject to natural surveillance. All parking should be arranged so as not to endanger the safety of pedestrians and other road users. Further advice is contained in *Secured Car Parks* produced by the Association of Chief Police Officers and Circular 5/94-*Planning Out Crime*.
- A5.17 Achievement of parking provision at the expense of the environment and good design will not be acceptable. Large unbroken expanses of parking or excessive hard surfacing areas at building frontages are undesirable. All parking must be adequately screened and landscaped.
- A5.18 Parking spaces should always be positioned in close proximity to the building served and be clearly identifiable with that development. In cases where communal garaging or parking facilities are provided, they must be conveniently located. The relationship of building and parking facility should be such that walking distances to the parking spaces are shorter than to the nearest carriageway parking opportunities.
- A5.19 All parking areas should be clearly marked out in bays to assist in efficient use and management. Whilst it is often desirable to use surface material texture and colour differences to delineate spaces, it must be done in such a way as to ensure that the layout remains clear despite weathering.

**Maximum demand-based car parking standards (the starting point for progressive reductions in on-site provision) & cycle parking standards**

<b>Use Class</b>	<b>Description</b>	<b>Maximum car parking Standards</b>	<b>Cycle parking standards</b>
A1 Retail foodstores	(a) Small food shops up to 500 m <sup>2</sup> gfa	1 space per 30 m <sup>2</sup> gfa	1 s/t space per 150 m <sup>2</sup> gfa plus 1 l/t space per 10 maximum staff on site at any one time
	(b) Food supermarkets exceeding 500 m <sup>2</sup> gfa but not exceeding 2,5000 m <sup>2</sup> rfa	1 space per 18 m <sup>2</sup> gfa	
	(c) Food superstores/hypermarkets exceeding 2,500 m <sup>2</sup> rfa	1 space per 15 m <sup>2</sup> rfa	1 s/t space per 250 m <sup>2</sup> gfa plus 1 l/t space per 10 maximum staff on site at any one time.
	(d) Food retail parks	to be decided in each case on individual merits (shared parking & an overall reduction in provision, taking into account linked trips on site)	
A1 Non-food retail	(a) Non-food retail warehouses with garden centres	1 space per 25 m <sup>2</sup> gfa	1 s/t space per 350 m <sup>2</sup> gfa plus 1 l/t space per 10 maximum staff on site at any one time.
	(b) Non-food retail warehouses without garden centre	1 space per 35 m <sup>2</sup> gfa	
	(c) Garden centres up to 4,000 m <sup>2</sup> rfa	1 space per 25 m <sup>2</sup> gfa	
	(d) Garden centres exceeding 4,000 m <sup>2</sup> rfa	decided in each case on individual merits	
	(e) Non-food retail parks where individual land use components are known	decided in each case on individual merits (shared parking & an overall reduction in provision, taking into account linked trips on site)	
	(f) Non-food retail parks where individual land use components are not known	1 space per 40 m <sup>2</sup> gfa (shared parking)	

<b>Use Class</b>	<b>Description</b>	<b>Maximum car parking standards</b>	<b>Cycle parking standards</b>
A2 Financial & professional Services	Banks, building societies, estate agencies, betting shops	1 space per 30 m <sup>2</sup> gfa	1 s/t space per 200 m <sup>2</sup> gfa plus 1 1/t space per 10 f/t staff (Note: A2 offices should be treated as B1 offices)
A3 Food & drink	(a) Restaurants/cafes	1 space per 5 m <sup>2</sup> floorspace of dining area plus 3 spaces per 4 employees	1 s/t space per 100 m <sup>2</sup> gfa plus 1 1/t space per 10 maximum staff on site at any one.
	(b) Public houses/bars	1 space per 3 m <sup>2</sup> of floorspace of bar area plus 3 spaces per 4 employees	
	(c) Hot food takeaway shops (excluding fast food drive thru restaurants)	1 space 3 m <sup>2</sup> of floorspace of public area plus 3 spaces per 4 employees	
	(d) Fast food drive thru restaurants	1 space per 8 m <sup>2</sup> gfa	
	(e) Roadside restaurants	1 space per 4 m <sup>2</sup> of floorspace of dining area plus 3 spaces per 4 employees	1 1/t space per 10 maximum staff on site at any one time.
	(f) Transport café	1 lorry space per 3.5 m <sup>2</sup> gfa plus 3 spaces per 4 employees	
B1 Business	(a) B1 (a) offices	1 space per 30 m <sup>2</sup> gfa	1 s/t space per 500 m <sup>2</sup> gfa plus 1 1/t space per 10 f/t staff
	(b) B1 (b) research & development, high-tech/B1 (c) light industry	1 space per 35 m <sup>2</sup> gfa	
B2 General industry	General industry	1 space per 50 m <sup>2</sup> gfa (lorry provision to be checked against benchmark standards)	



Use Class	Description	Maximum car parking standards	Cycle parking standards
B8 Storage & distribution	Wholesale distribution, builders merchants, storage	1 space per 75 m <sup>2</sup> gfa (lorry provision to be checked against benchmark standards)	1 l/t space per 10 f/t staff
Business Parks	Mixed B1/B2/B8 (unless heavily orientated to B8) for use where individual land use components are not known	1 space per 40 m <sup>2</sup> gfa (lorry provision to be checked against benchmark standards)	1 s/t space per 500 m <sup>2</sup> gfa plus 1 l/t space per 10 f/t staff
C1 Hostels & hostels	(a) Hotels	1 space per bedroom (including staff accommodation) plus 1 space per manager plus 2 spaces per 3 staff minus spaces related to staff bedrooms plus 1 space per 5 m <sup>2</sup> dining area plus 1 space per 5 m <sup>2</sup> dining area plus 1 space per 3 m <sup>2</sup> bar area plus 1 space per 5 m <sup>2</sup> public area in conference facility plus 1 space per 6 m <sup>2</sup> of public area in exhibition hall plus a minimum of 1 coach parking space per 100 bedrooms	1 l/t space per 10 beds plus 1 l/t space per 10 maximum staff on site at any one time
	(b) Hostels (i) Small (single parent or couple with no children)	3 spaces per 4 units	1 l/t space per 3 units
	(ii) Family (2 adults & 2 children)	1 space per unit	

Use Class	Description	Maximum car parking standards	Cycle parking standards
C2 Residential institutions	(a) Institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres)	1 space per 5 residents' bed spaces plus 1 space per 2 staff (non resident); parking for resident staff to be based on general needs standard	1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time    1 l/t space per 10 f/t staff plus 1 l/t space per 3 students
	(b) Elderly persons residential & nursing homes (Category 3)	0.25 spaces per resident bed space; parking for resident staff to be based on general needs standard	
	(c) Hospitals	1 space per 0.5 beds or to be decided on individual merits (including a full transport assessment & proposals in a green transport plan); special hospitals must be considered individually	
	(d) Education – halls of residence	1 space per 2 full-time staff plus 1 space per 6 students (but with linkage to student transport plans where appropriate)	

Use Class	Description	Maximum car parking standards	Cycle parking standards
C3 Residential Zones 1 and 2*  Elsewhere  Fractions of a space indicate the use of assigned and unassigned spaces.	(a) General needs (i) 1 bedroom dwellings/bedsits (ii) 2 bedroom dwellings (iii) 3 bedroom dwellings (iv) 4 or more bedroom dwellings	1 space 1 space 1.5 spaces 2 spaces	1 l/t space per unit if no garage or shed provided
	(i) 1 bedroom dwellings/bedsits (ii) 2 bedroom dwellings (iii) 3 bedroom dwellings (iv) 4 or more bedroom dwellings	1.25 spaces 1.5 spaces 2.25 spaces 3 spaces	
	(b) Houses in multiple occupation (i.e. separate households sharing facilities)	0.5 spaces per tenancy unit	
	(c) Elderly person accommodation (i) retirement dwellings – no warden control, 1 or 2 bedroom (Category 1) (ii) Sheltered dwellings – warden control (Category 2)	1.5 spaces per unit including 0.25 visitor space  0.75 space per unit including 0.25 visitor space	1 s/t space per 3 units plus 1 l/t space per 5 units

\*As defined in Dacorum Borough's Supplementary Planning Guidance "Accessibility Zones for the Designation of Car Parking Standards".

Use Class	Description	Maximum car parking standards	Cycle parking standards
D1 Non – residential institutions	(a) Public halls/places of assembly (excluding D2)	1 space per 9 m <sup>2</sup> gfa or 1 space per 3 fixed seats plus 3 spaces per 4 staff members	1 s/t space per 200 m <sup>2</sup> gfa plus 1 l/t space per 10 staff on duty at any one time
	(b) Community/family centres	1 space per 9 m <sup>2</sup> gfa plus 1 space per full-time staff member or equivalent	
	(c) Day centres	1 space per 2 staff members plus 1 space per 3 persons attending or 1 space per 9 m <sup>2</sup> gfa	
	(d) Places of worship	1 space per 10 m <sup>2</sup> gfa	
	(e) Surgeries & clinics	3 spaces per consulting room plus 1 space per employee other than consulting doctors/dentists/vets	1 s/t space per consulting room plus 1 l/t space per 10 staff on duty at any one time
	(f) Libraries, miscellaneous cultural buildings	1 space per 30 m <sup>2</sup> gfa of freestanding development (otherwise assessed on merits)	1 s/t space per 100 m <sup>2</sup> gfa plus 1 l/t per 10 f/t staff
	(g) Miscellaneous cultural buildings	2 spaces plus 1 space per 30 m <sup>2</sup> of public floorspace	

Use Class	Description	Maximum car parking standards	Cycle parking standards
D1 Non – residential institutions (continued)	(h) Educational establishments (including residential)  (i) Schools  (ii) further education  (iii) nursery schools/playgroups  Note: overspill parking for community purposes (outside school day) should be catered for by use of dual purpose surfaces such as school play areas.	  1 space per full-time member of staff plus 1 space per 100 pupils plus 1 space per 8 pupils over 17 years old plus 1 space per 20 pupils under 17 years old  1 space per full-time member of staff plus 1 space per 5 full-time students  1 space per 4 pupils	1 l/t space per 10 f/t staff plus primary school: 1 l/t space per 15 students secondary school: 1 l/t space per 5 students  further education: 1 l/t space per 5 students  nursery schools/playgroups: none additional

Use Class	Description	Maximum car parking standards	Cycle parking standards
D2 Assembly & leisure	(a) Places of entertainment/leisure parks for use when individual land use components are known	To be decided in each case on individual merits: parking for individual land use components should be based on the standards set out in this Guidance, but with an overall reduction in provision to reflect linked trips on site (all parking should be shared and an overall reduction of 25% should form the starting point for discussion)	On merit, depending upon mix of uses
	(b) Places of entertainment/leisure parks for use when individual land use components are not known	1 space per 15 m <sup>2</sup> gfa (shared parking)	
	(c) Cinemas (including multiplexes)	1 space per 3 seats	<p>Cinemas up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at any one time</p> <p>Cinemas over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time</p>

Use Class	Description	Maximum car parking standards	Cycle parking standards
D2 Assembly & leisure (continued)	(d) Swimming pools	1 space per 15 m <sup>2</sup> gfa	1 s/t space per 25 m <sup>2</sup> gfa plus 1 l/t space per 10 f/t staff
	(e) Tennis/badminton	4 spaces per court	
	(f) Squash courts	3 spaces per court	
	(g) Ice rinks	1 space per 12 m <sup>2</sup> gfa of rink	
	(h) Fitness centres/sports clubs	1 space per 15 m <sup>2</sup> gfa	
	(i) Ten pin bowling	4 spaces per lane	1 s/t space per 3 lanes or rink plus 1 s/t space per 25 spectator seats plus 1 l/t space per 10 f/t staff
	(j) Indoor bowls	4 spaces per rink	
	(k) Outdoor sports grounds (i) with football pitches	20 spaces per pitch	1 s/t space per 10 players/participants at busiest period
	(ii) without football pitches	50 spaces per hectare	
	(l) Golf (i) 18 hole golf course	100 spaces	10 l/t spaces per 18 holes
	(ii) 9 hole golf course	60 spaces	
(iii) golf driving range	1.5 spaces per tee	5 s/t spaces per 20/30 tee driving range pro rata to above	
(iv) golf courses larger than 18 holes &/or for more than local use	to be decided in each case on individual merits		

<b>Use Class</b>	<b>Description</b>	<b>Maximum car parking standards</b>	<b>Cycle parking standards</b>
Motor trade related	(a) Showroom car sales	3 spaces per 4 employees plus 1 space per 10 cars displayed	1 l/t space per 10 f/t staff
	(b) Vehicle storage	3 spaces per 4 employees plus 2 spaces per showroom space or provision at rate of 10% annual turnover	
	(c) Hire cars	3 spaces per 4 employees plus 1 space per 2 hire cars based at site	
	(d) Ancillary vehicle storage	3 spaces or 75% of total if more than 3 vehicles	
	(e) Workshops	3 spaces per 4 employees plus 3 spaces per bay (for waiting & finished vehicles) in addition to repair bays	
	(f) Tyre & Exhaust	3 spaces per 4 employees plus 2 spaces per bay	
	(g) Parts stores/sales	3 spaces per 4 employees plus 3 spaces for customers	
	(h) Car wash/petrol filling station	3 spaces per 4 employees plus 3 waiting spaces per bay or run in to row or bays (additional parking is required where a shop is provided)	1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included



Use Class	Description	Maximum car parking standards	Cycle parking standards
Passenger transport facilities	(a) Rail stations	To be decided in each case on individual merits	5 l/t spaces per peak period train
	(b) Bus stations	To be decided in each case on individual merits	2 l/t spaces per 100 peak period passengers
Parking for disabled motorists  Notes:  1. The parking needs of disabled motorists shall be met in full irrespective of location i.e. where the zonal procedure results in on-site parking restraint, there shall be no corresponding reduction in disabled spaces.  2. The number of disabled spaces specified are part of total capacity, not additional.	(a) Employment generating development (i) up to 200 space car park (demand-based as calculated from above standards)  (ii) more than 200 space car park (demand-based as calculated from above standards)  (b) Shops/premises to which the public have access/recreation (i) up to 200 space car park (demand-based as calculated from the above standards)  (ii) more than 200 space car park (demand-based as calculated from above standards)	Individual spaces for each disabled employee plus 2 spaces or 5% of total capacity, whichever is greater  6 spaces plus 2% of total capacity  3 spaces or 6% of total capacity whichever is greater  4 spaces plus 4% of total capacity	-  -  -  -

Use Class	Description	Maximum car parking standards	Cycle parking standards
Parking for disabled motorists (continued)	(c) Residential (i) General  (ii) Elderly persons dwellings up to 10 spaces (demand-based as calculated from above standards) more than 10 spaces (demand-based as calculated from above standards)	1 space for every dwelling built to mobility standards  3 spaces  1 space per 4 spaces	-

#### Car parking notes

- gfa = gross floor area
- rfa = retail floor area

#### Cycle parking notes

- Space = space to park 1 bicycle
- l/t = long term
- s/t = short term
- f/t staff = full-time staff equivalents
- l/t cycle parking provision of a ratio of 1 space per 10 f/t staff is equivalent to a modal split of 10% by bicycle
- provision of showers and changing facilities are also important if staff cycling is to be encouraged



## APPENDIX 6



## APPENDIX 6

### OPEN SPACE AND PLAY PROVISION

- A6.1 Open spaces are a desirable ingredient in housing development, not only as visual relief from bricks and mortar, but also to serve a number of useful recreation functions. This is particularly important where development is on a large scale or where private gardens are relatively small. Even in areas of low housing density, playgrounds are essential to give children the opportunity to meet and mix with other children.
- A6.2 In employment areas, existing landscape features can form the basis for amenity open spaces, or new areas can be created to given the workforce an opportunity to escape from the pressures of the workplace. Such areas also help to enhance the settings of buildings.

#### Type of Open Space

- A6.3 There are two relevant categories of open space:

##### (i) Leisure Space

Leisure space including playing fields, parks, children's play areas, etc. A general standard of provision will be applied.

The minimum level of open space provision for the Borough as a whole is assessed on the basis of 2.8 ha (17 acres) per 1,000 population, derived from the National Playing Fields Association (NPFA) standard of 2.4 ha (6 acres) per 1,000 and a further 0.4 ha per 1,000 population for other leisure space, comprising mainly ornamental parks and gardens.

The standard can be broken down as follows:

Type of Leisure Space	Hectares	Per 1,000
Adult/youth play (public and private fields, pitches, courts, greens and miscellaneous facilities such as ski slopes, athletics tracks, pitch and put courses	1.6	
Children's play - for the over 5s	0.6	(minimum)
for the under 5s	0.2	
Other	0.4	
Total	2.8	

The NPFA part of the standard excludes school and other educational playing fields, full 9 or 18 hole golf courses, large areas of water, woodlands, commons, verges, ornamental parks and gardens.

The 4 acre adult/youth play component is considered to be of benefit to the community as a whole, and developers would normally only be expected to provide space for the remaining categories (see Policy 76) at a rate of (1.2 ha) per 1,000 population or 5% of the development area, whichever is the greater. However if a development is of sufficient size and adds significantly to the overall demand for leisure facilities, a contribution toward new provision or the enhancement of existing urban parks and playing fields may be required.

The population expected to live in a proposed residential development (or residential area) will be calculated using assumptions about average household size, wherever possible related to a size of housing unit.

Open space provided with residential development should meet local needs. These vary according to local housing type:

**Housing Type    Type of Open Space**

Family housing    Play space for children and toddlers  
Starter homes    General open space and toddlers' play space  
Elderly persons    Sitting-out areas  
Dwellings

For children's play space the following minimum National Playing Field Association's standards should be met:

**LAP**

Fenced, unequipped area of play  
Minimum area 100m<sup>2</sup>  
Located within 1 minute's walking time from home  
Aimed at 4-6 year olds

**LEAP**

Fenced, equipped play area  
Minimum area 400m<sup>2</sup>  
Equipped with play equipment for 4-8 year olds  
Offering at least 5 activities (e.g. rocking, climbing, social)  
Within 5 minutes' walking time from home  
To include a small games area within the boundary of the playground

**NEAP**

Within 15 minutes' walking time  
Minimum area 1000m<sup>2</sup>

Offering 8 or more activities  
Should include hard surface area with opportunities for other activities such as bicycles, skateboarding or ball games

Each site must be overlooked by housing, pedestrian routes, or other well used public facilities

**(ii) Amenity Space**

This includes greens and verges, primarily of visual value, and landscaped areas around buildings used by the public.

A6.4 There is no specific standard of provision, but inclusion of such space particularly in major development proposals will be an important consideration in assessing overall design.

**Design Aspects**

A6.5 All open spaces should be imaginatively planned and integrated with the design of the housing layouts, and take advantage of the physical features of the site. They should be of sufficient size to reflect the needs of those for whom they are intended. Long thin strips of land (e.g. over sewer lines) do not contribute to open space requirements.

A6.6 Play areas should be within easy walking distance of the community they serve, 200 m for toddlers and 400 m for older children, and should not be sited adjacent to highways unless the area is sufficiently large to require access for maintenance purposes.

A6.7 The relationship of open spaces to dwellings should be given careful consideration. They need to be designed to reflect local needs, but also to be overlooked and informally supervised by adjacent properties. Children's play space should be carefully sited to minimise noise nuisance to nearby housing, particularly dwellings intended for the elderly. The provision of seats in recreational open spaces will encourage adults to use the area and provide a general supervisory presence.

A6.8 Different age groups require different facilities and equipment. Toddlers require an area of at least 100 sq m with variety of surfaces in a well designed landscaped area and perhaps some carefully chosen play equipment close to major pedestrian routes. Older children require a grassed area of 1 - 1.5 acres for semi-organised games as well as items of play equipment, accessible to footpaths and cycleways. Care is required in the design of multi-purpose areas to ensure that the needs of small children are catered for and do not conflict with the activities of older children.

A6.9 Amenity spaces should be designed for their function and must enhance the setting of adjacent buildings and landscape features. Thought must be given to the siting and design of street furniture, e.g. seating, lighting and litterbins.



- A6.10 Narrow verges and other small grassed areas generally serve no practical purpose, are a maintenance liability and frequently deteriorate to become eyesores. A higher standard of landscaping at the outset involving mass planting and ground cover, or the use of an alternative surface material, can be more than offset by lower maintenance costs. Paths crossing larger greens should reflect likely desire lines.

### **Maintenance**

- A6.11 In all cases of open space provision, future maintenance must be taken into account. The developer will normally be expected to submit a viable management scheme for the long term maintenance of open space. The phasing of landscaping works should be agreed as part of the management scheme for a site and advance planting should take place wherever possible to establish the landscape framework.
- A6.12 Agreement must be reached with the highway authority in cases where roadside open space is to be adopted as part of the public highway, and sometimes a contribution to future maintenance should be provided. In cases where land is to be taken over for public open space by the Council, a commuted sum covering maintenance will be required.

## APPENDIX 7



## APPENDIX 7

### SMALL-SCALE HOUSE EXTENSIONS

- A7.1 Good design practice on house extensions is promoted to protect the environment and benefit the public at large: the external appearance of an extension has a wider impact. The more sensitive the building or area, the higher the standards of design that will be sought.
- A7.2 Extensions should harmonise with the existing house and the surrounding area in the following respects:

#### (i) Existing House

The extension should harmonise with the original design and character of the house in terms of:

- (a) scale - it should not dominate the existing house or project above the roof line;
- (b) roof form - it should match the existing house in terms of design, angle of pitch and materials. Felt or plastic sheeting should be avoided on pitched roofs and when used on flat roofs can often be screened by parapet walls;
- (c) window design - it should match the existing windows in terms of size, proportions, divisions and materials. The same lintel and sill height should be used and windows should line up vertically and horizontally;
- (d) external finishes - should match as closely as possible in terms of type, colour and texture.

A reasonable private garden/amenity space should remain following the construction of the extension, and it should not bring the house unduly close to a wall of an adjoining dwelling.

#### (ii) Surrounding Area

Any extension should maintain the common design characteristics of the row or street within which a house is located, with particular regard to:

- (a) roof line - no extension should disrupt a clear consistent roof line and form;
- (b) building pattern - if a row of houses of uniform design and building line forms an attractive group in the street scene, then extensions should not detract from this group effect;

- (c) design details - where features such as windows, doors, roof and wall materials, bays, porches, etc are of a consistent design, it is important for any extension or alteration to reflect the original character of a house; this should not alter the character of an area by reducing the space around and between dwellings which would give a cramped appearance.

### **(iii) Front Extensions**

A front extension may be acceptable, if it is fairly small (e.g. a porch, bay window or small room extension) and does not project beyond the front wall of the dwelling in a way that dominates the street scene.

The following combinations of original house type and extension type will not normally be permitted:

- (a) two storey flat roofed extensions to the fronts of houses with pitched roofs;
- (b) single storey flat roofed extensions to the fronts of bungalows; and
- (c) a mixture of flat and pitched roofs to single storey projections.

### **(iv) Side Extensions**

Strict requirements will apply to prominent side extensions, but mainly to those parts that are clearly visible from the street.

If the extension is on or near a flank it should not extend for an excessive distance beyond the rear wall of the adjoining house.

Side extensions can often upset the balance of the front elevation of the house and therefore may need to be set back from the front wall.

A side extension should not block access to the rear of a property. A gap should be left between buildings and/or side boundaries (see Appendix 3, Layout and Design of Residential Areas, (iii) Spacing of Dwellings).

In cases where an existing single storey side extension goes to the boundary, it will not normally be acceptable to build over its full area. Some extension at first floor level may be feasible. This should be designed to avoid the creation of a terraced or semi-detached character and to respect the above space standards.

### **(v) Rear Extensions**

Normally rear extensions are hidden from public view; the greatest visual impact is on the immediate neighbours. High design standards should still be applied but the Council's prime concern is with the safeguarding of amenities in the public interest.

The effect of an extension on neighbouring properties should be considered at the outset. The projection of rear extensions from the parent building should not excessively enclose or seriously affect the daylighting to an adjoining owner's habitable rooms (kitchen, lounge/dining room, bedroom). Such extensions should be avoided on a boundary wherever possible and should be of limited length.

The permissible outward projection of rear extensions will be assessed with regard to:

- (a) individual site factors such as orientation and levels;
- (b) the visual effect of the extension on the original building and the retention of space around it; and
- (c) the following generally acceptable dimensions:
  - (i) for single storey extensions, up to 3 m on the party wall boundary between semi-detached or terraced housing;
  - (ii) for first floor or two storey extensions, up to the lines of 45° angles taken from the nearest windows of habitable rooms in the adjacent properties. In addition a 23 m distance should remain between the extension and nearest facing rear wall (as in Appendix 3. Layout and Design of Residential Areas, (iii) Spacing of Dwellings)

Some rear extensions, e.g. to corner properties or houses backing onto open space, are visually prominent and this will be taken into account in assessing their appearance.

#### **(vi) Dormer Windows**

Loft conversions resulting in the need for dormer windows can have a significant effect on the appearance of the house and the street scene. Dormers should preferably be located on rear roof slopes therefore, and the following guidelines should be followed:

- (a) the dormer window should not extend above the ridgeline of the existing roof, but should be brought as far as possible below the ridge;
- (b) the dormer margins should be set in a minimum of 1 m from the flank walls (including party walls with adjoining properties) and set in from the main rear wall; and
- (c) the dormer should be clad in materials similar in appearance to the roof.

The need for and ability to provide additional off-street parking should be taken into account when considering proposals for extra bedroom accommodation (see Appendix 5 Parking Provision).

- A7.3 Special requirements apply to development in conservation areas or affecting listed buildings (see Section 7 within Supplementary Planning Guidance: The Environmental Guidelines).

## APPENDIX 8





## APPENDIX 8

### EXTERIOR LIGHTING

- A8.1 In the assessment of new proposals, the environmental impact of new exterior lighting will often be a material planning consideration (See Policy 113). This relates to both the day and night time effects of the proposed lighting.
- A8.2 The Institution of Lighting Engineers publication “Reduction of Light Pollution (2nd Revision)” establishes four Environmental Zones. Within each a different approach to provision of external lighting should be taken. These zones establish ‘Obtrusive Light Limitations for Exterior Light Installations’ and include the effects of ‘Sky Glow’ and light into windows. The publication also addresses ‘source intensity’ (the potentially obtrusive direction of lighting outside the area being lit). This is a key document in ensuring a high degree of consistency in the approach towards proposals for exterior lighting. It is particularly useful in its differentiation between urban and rural environments as set out below:

Environmental Zone	Description	Sky Glow [UWLR] (Lux)	Light into Windows (Lux)		Building average Luminance (Lux)
			Before Curfew	After Curfew	Average Before Curfew
E1	Intrinsically Dark Areas National Parks Areas of Outstanding Natural Beauty Other Dark Landscapes	0	2	1*	0
E2	Areas of Low District Brightness (e.g.: In a rural location or small village locations but outside Zone E1)	2.5	5	1	5
E3	Areas of Medium District Brightness (e.g.: small town centres or urban location)	5	10	2	10
E4	Areas of High District Brightness (e.g.: Town Centres with high levels of night time-activity)	15	25	5	25

- Notes:**
- (a) ULR: i.e. Upward Waste Light Ratio - this means the maximum permitted percentage of luminaire flux for the total installation which is directed into the sky.
  - (b) Curfew – a locally defined time differentiating between social and unsocial hours for night time lighting (e.g. sports lighting not being used after 10.00 pm; advertising and decorative lighting key switched off between 11.00 pm and dawn).
  - (c) Building luminance – the reflected light arising from the surface of the building material, (e.g. white wall cladding will be highly reflective).
  - (d) \* Acceptable from public road lighting installations only.

- A8.3 In contrast to well lit urban areas, the zones aim strictly to control the level of new lighting within the rural areas/countryside and on the urban fringe. Within Zones E1 and E2 the aim is to prevent the introduction or consolidation of undesirable lighting.
- A8.4 The comparatively recent but growing concern expressed about the adverse effects of outdoor lighting recognises that there are many bad examples of over-lighting in sensitive rural/countryside environments. Many of these have been there many years and are beyond control. However the situation should not be allowed to worsen. A high level of existing lighting in a rural location should not justify an increase nearby. For example, a long established petrol filling station in an 'E1 Zone' with a well lit underside canopy and its associated lighting, should not be used to justify the introduction of more lighting at a site close by within such an 'E1 Zone'.
- A8.5 The zones establish a strategic and consistent hierarchical approach to new lighting based upon location. They clarify what level of new lighting will be generally acceptable. The zones represent a progressive way of differentiating between brighter urban areas and the dark landscapes of the rural environments of the Borough.
- A8.6 The lighting zones described above will be applied in Dacorum as follows:

### Settlements

	<b>Towns and Larger Settlements</b>	<b>Zone</b>
1	Hemel Hempstead Town Centre	E4
2	Remainder of Hemel Hempstead	E3/E2
3	Berkhamsted and Tring Town Centres	E3
4	Remainder of Berkhamsted and Tring	E3/E2
5	Kings Langley Local Centre	E3
6	Kings Langley	E2
7	Bovingdon	E2
8	Markyate	E2

	<b>Villages</b>	<b>Zone</b>
	Chipperfield, Picotts End, Bourne End, Aldbury, Wigginton, Flaunden, Water End, Nettleden, Great Gaddesden, Little Gaddesden, Flamstead, Jockey End, Hudnall, Ringshall, Long Marston, Wilstone, Little Tring	E1

### Areas

	<b>Urban fringe areas, which physically abut/touch the established built up edge of Hemel Hempstead, Berkhamsted, Tring.</b>	E1/E2
	<b>All Remaining Areas</b>	E1

- A8.7 The application of zones is not intended to be totally prescriptive. There is a need for some flexibility. There will be cases where, despite the location of the zone, it is justifiable to provide an increased level of lighting. Examples of the exceptions in Zones E1 and E2 may involve the exterior lighting of an isolated church or listed building and discreet security lighting for community buildings: e.g. a village hall car park.

### **Implications of the Guidelines for New Development Proposals**

- A8.8 **Towns of Hemel Hempstead, Berkhamsted, Tring:** In these built-up areas the Guidelines allow provision of most forms of lighting. In terms of sports facilities a positive approach is taken towards provision of artificial floodlit playing surfaces in accordance with Planning Policy Guidance Note 17: 'Sport and Recreation'. All the towns feature approved community based multi-purpose floodlit facilities which are available for hire or to use by the public whether they are clubs or individuals. These multi-purpose facilities are designed to serve the whole borough rather than solely the urban areas. In this context, each of the towns serve a rural catchment area. Despite the positive stance towards outdoor lighting, there will be a high priority in ensuring that new lighting schemes do not have an adverse effect upon the local environment and highway safety.

### **Urban Fringe of Hemel Hempstead, Berkhamsted and Tring**

- A8.9 A working definition of urban fringe for the purposes of the approach towards new lighting is land:

- physically abutting/touching the built up edges of these towns as defined in the Local Plan (physical separation by a peripheral road may not exclude the land from this working definition) and;
- which has for many years been established as serving the urban area (e.g. a sports pitch).

- A8.10 In these areas general purpose exterior lighting may be supported, but the design will be expected to minimise the environmental impact.

- A8.11 Sports facility lighting will be dealt with as follows:

- (i) **Artificial Surfacing**  
Floodlighting serving artificial surfaces will only be supported in exceptional circumstances as alternative facilities are available in the urban area.
- (ii) **Existing Grass Pitches**  
Approvals for lighting serving existing grassed football, hockey and rugby pitches will be very restricted. Controls will be imposed limiting uses to match days only unless (iii) is applicable. Despite this principle much will depend upon the location of the site, the relative intrusiveness of the individual lighting scheme and overall

environmental impact. In some locations any new lighting may be unacceptable for such reasons.

- (iii) Replacement/repositioning of any proven established training floodlights.

### **Smaller Settlements**

- A8.12 Strict control over any new external lighting will be applied. This will exclude the introduction of any new sports floodlit facilities.

### **Beyond the Defined Urban Fringe of Hemel Hempstead, Berkhamsted and Tring**

- A8.13 Exceptional circumstances will need to be shown to justify exterior lighting permissions in these areas.

### **Areas of Countryside surrounding Smaller Settlements and Areas of Outstanding Natural Beauty (AONB)**

- A8.14 The most strict control over outdoor lighting is essential to maintain the dark landscapes of the open countryside and AONB. Any proposals such as those listed below will be required to carefully consider and justify the role of external lighting:

- (a) Car parks and extensions for existing pub/hotels – the role of lighting will require close scrutiny.
- (b) Sports pitches – there is a need to clarify whether lighting is intended, especially if any artificial surfacing is proposed. This can be extremely intrusive.
- (c) Golf driving ranges – it is implicit that these rely on night time exterior lighting. The demand for facilities may extend to floodlit golf courses in the future.
- (d) Garden centres – security lighting is an essential consideration. In isolated locations over-lighting is common.
- (e) Equestrian menages – the popularity of evening use is increasing.
- (f) Petrol filling stations – these can be very intrusive.

- A8.15 By day there may be no planning objection to these proposals, when set against the policies of the development plan. However, any of the uses listed can be intrusive at night in dark landscapes and consequently the lighting issue becomes very important. In cases where the need for lighting is based upon crime prevention (e.g. car park security), the advice of the Architectural Liaison Officer of Hertfordshire Constabulary will be sought. However, lighting is just one element of the 'secure by design' checklist and often

perceived crime problems can be addressed other than by the use of exterior lighting.

### **Street Lighting etc.**

- A8.16 Street lighting is a factor in urbanising the countryside and villages, and the introduction of new lighting should be carefully and sensitively addressed. The responsibility normally lies with the Highway Authority. However, in cases where lights are fixed to buildings, street lights are subject to planning control.

### **Planning Applications involving Exterior Lighting**

- A8.17 With increasing awareness of light pollution, planning applications should consider lighting issues from the outset. Even if the exterior lighting details for a development are to be subject to a condition, it may be possible to establish general principles through pre-submission dialogue. Although the lighting of the interior of the building does not constitute development, its effect should be considered in conjunction with the external lighting impact. The overall lighting strategy for the development can be achieved through the assessment of the combination of lit interiors, and outdoor lighting with a view to minimising light pollution. At the outset, the working drawings can address this issue.

- A8.18 To enable the Council to assess a scheme fully, the application submission should include a consideration of the appropriate factors listed below:

### **Exterior Lighting Checklist**

- (1) Full details (with drawings) of all aspects of the installation, including specific luminaire and lamp type, beam control, wattage, the use of reflectors, baffles, louvres, cowling (including colouring), lux contours/distribution diagrams and column type/colour.
  - (a) Cowling  
Cowling is an important means of reducing light pollution and can be installed without adversely affecting the uniformity of light. It should normally be used for sports floodlighting schemes. A full technical statement should be provided to justify any cases where cowling is not proposed.
  - (b) Lamp type  
Sodium lamps should be used where possible for sports lighting, particularly involving netball, rugby and football training pitches.
  - (c) Lux levels  
Installations can incorporate systems where the light levels are varied depending upon the type of sport; these can be lower for netball, rugby and football. Higher lux levels are more intrusive.
- (2) A lighting statement by a qualified engineer/consultant clarifying the precise lighting impact in relation to the range of criteria listed below. This

will be in the context of the need to light and whether the level of lighting is appropriate for the specific task. Wasteful overlighting should be avoided.

- (3) The lighting statement should include consideration of:
- (a) the 'E' zone and how the installation minimises light pollution in relation to the control criteria specified by the Institution of Lighting Engineers' 'Guidance Notes for the Reduction of Light Pollution';
  - (b) impact upon any nearby housing – this should be in relation to light pollution criteria and substantiated by reference to technical lux diagrams (horizontal and vertical illuminance): reference to the maintenance illuminance should also be included;
  - (c) the effects of any external/physical features, e.g. existing planting/buildings, the position of the lighting in relation to surrounding land (contours, levels) and fencing and reflectance from the surface to be lit;
  - (d) how the lighting installation will be viewed in relation to the wider urban and rural landscape – this should include the role of any screening;
  - (e) how the scheme may be adjusted, or modified, in the future;
  - (f) a maintenance programme (after-care);
  - (g) hours of use and limiting energy consumption;
  - (h) justification of the level and type of lighting – the objective should question whether it is the most environmentally sensitive scheme;
  - (i) the role of landscaping in assisting in the day and night time visual assimilation of the installation;
  - (j) relationships of interior lighting to the proposal – to address whether there is a need for much external lighting in respect of buildings;
  - (k) the possibility of upgrading or removing existing lighting to reduce the potential cumulative effects; and
  - (l) impact upon highway safety.

A8.19 **Assessment** of the lighting aspects of a planning application will depend firstly upon the location of the site in relation to the 'E' zone. However, if it is established that there is no objection in principle to the installation of exterior lighting, a range of day and night time site specific factors need to be addressed relating to the impact upon:

- (1) the overall character and appearance of the area/surroundings - will it be visually intrusive or visually compatible?
- (2) the residential amenity of nearby houses – will there be pollution to adjoining properties? Will the columns appear incongruous by day?
- (3) local habitats – will the type of lighting and level of use disrupt local ecology?
- (4) crime prevention
- (5) disabled access.

A8.20 Even if convincing 'on paper', the test of the environmental success of a lighting scheme is dependent upon how the scheme is installed and thereafter maintained. Planning conditions can be imposed to address this. They are seen as critical in respect of high powered sports, floodlighting when close to housing and nearby roads. Full installation checks (i.e. before the first full use) need to be carried out. This is to ensure consistency between the 'on paper' and 'on the ground' situations, while allowing for the maintenance factor. At this stage adjustments to the lighting installation can be carried out which can make a difference to the final effect.

A8.21 Other conditions depend upon the type of lighting. These can include:

- (1) restriction of the hours and frequency of use:
  - (a) the Institution of Lighting Engineers' Guidance Notes recommend limitations upon illuminated advertisements, e.g. between 12.00 and 7.00 hours.
  - (b) no late night use of floodlit sports facilities.
- (2) specification of the precise details of the type of floodlighting and lux levels - no changes to level of approved lighting by changing the luminaires, unless otherwise agreed by the local planning authority;
- (3) permanent retention of cowling or louvres;
- (4) removing or improving older existing exterior lighting at the site in the interests of minimising the cumulative effects of light pollution;
- (5) permanent physical screens to the site. e.g. enclosing open floodlit sports courts to contain the wider effects of the 'box of light' - mesh fencing can be fitted with thick plastic sheeting to ensure containment of the light. Unless an historic environment, such screens can normally be installed without harm;
- (6) planting - i.e. retention of existing planting and new landscaping;



(7) painting of columns and the luminaire, housing/cowling in order to mitigate against the daytime visual impact – black painted inner surfaces painting cowling will also assist in reducing light pollution;

(8) lowering of lighting columns when not in use in sensitive locations.

A8.22 It will only be in very exceptional circumstances when a temporary planning permission is granted for exterior lighting. This is in cases where ‘on paper’ a scheme can be supported but due to the relationship with its environment (e.g. housing) and physical conditions, it is necessary to review the effects.

A8.23 Listed buildings are particularly sensitive. Unsympathetic modern fittings in prominent positions can detract from their appearance during the day, while high powered output can have a severe detrimental impact at night. In contrast, the sensitive choice of unobtrusive luminaires and a subtle lighting can strongly benefit the historic environment. Lit buildings can individually and cumulatively enliven historic environments. The ubiquitous use of heritage style lanterns needs careful consideration: these can create a “catalogue townscape” which dilutes the individual identity of a particular area.

A8.24 An important design consideration is whether the lighting of one listed building will be to the detriment of others within the wider street scene. Despite the overall strict approach to new lighting in a rural environment, exceptionally the introduction of new exterior lighting to a historic setting may be supported. Even if the principle is acceptable, the detailed design will require full scrutiny.

A8.25 Similarly, the installation of illuminated advertisements needs careful consideration (ref Policy 112).

## APPENDIX 9



## **Appendix 9**

### **Article 4 Direction Areas**

A9.1 Sites affected by current Article 4 directions are listed below and shown on the Proposals Maps:

1. Watling View, Flamstead
2. Flaunden
3. Shothanger Way, Bovingdon
4. Kings Langley / Nash Mills
5. Piccotts End
6. Northchurch
7. Tring Grange
8. Frithsden
9. North of Nettleden
10. South of Nettleden
11. Little Gaddesden
12. Northfield Road, Aldbury
13. Leighton Buzzard Road, Piccotts End
14. Newground Road, Aldbury
15. Great Gaddesden
16. Potten End Hill, Water End
17. Tring Park
- 18A. Farmland, Red House Farm
- 18B. Red House Farm, Potash Lane, Long Marston
19. Land at North of Bovingdon Airfield
20. Land west of Tring
21. Land at Marshcroft Farm, Bulbourne Road, Tring
22. East of Nettleden Road, Potten End
23. West of Nettleden Road, Potten End
24. Land at Bulbourne Road, Tring
25. Land at Mauldens End, Long Lane, Flaunden
26. Land at North Farm, Flaunden Lane, Bovingdon

