



Dacorum Local Plan to 2041

Pre-Submission Version

November 2024

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The Dacorum Local Plan to 2041 (Pre-Submission Version)

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Foreword

There are few events more important to a council than producing a Local Plan. This Plan is capable of meeting the current National Planning Policy Framework and being submitted as the right plan to successfully shape our communities for the next fifteen years.

A Local Plan is crucially a protective instrument, with which a Council can defend communities with a set of sites which are qualified by their circumstances and set the bar for developers and key stakeholders to deliver or pay for infrastructure like schools, transport options, health facilities and successful, valuable place-making.

Dacorum will see significant growth and investment over the coming decades, particularly in housing and employment. This Plan outlines the preferred locations for this development and how we can secure the necessary infrastructure to support the growth. Although most of us live in homes which were developed on former fields, the Borough hasn't experienced any similar level of growth since the expansion of Hemel Hempstead during the development of the New Town.

This Plan will deliver balanced communities, including homes of many types, for many housing needs and choices. It will evolve, equip and sometimes transform parts of our town and village centres, so they will be even better places to live, work and play.

This Plan will deliver coordinated infrastructure. We will work with major infrastructure providers, including the NHS for health facilities, and Hertfordshire County Council to deliver more education facilities and youth services, as well as new and improved roads, pavements, bus services, and walking and cycle routes, to make journeys easier and more convenient for our residents.

Our uncompromising expectations must not be limited to housebuilders or developers. There are many important agencies that we will be looking towards for their investment and support. These include Network Rail; the Canal & River Trust; the Environment Agency; the Highways Agency; and the utility suppliers for water, energy and high quality digital infrastructure.

All parts of our Borough need to experience healthy and moderated churn to thrive. In this way we avoid stagnation, and being comfortable with planned change enables us to continually focus on the opportunities for sharing wellbeing and empowerment, as a whole Borough, in the future.

I invite you to see the big picture and comment on this Plan, to help the Planning Inspector understand the implications this shape will bring to our communities.

Councillor Adrian England

Leader of Dacorum Borough Council



Chapter 1. The Sustainable Development Strategy

Introduction

What is the Local Plan?

- 1.1** A Local Plan guides new development so that it comes forward in a coordinated manner. It is also a key tool in delivering our priorities set out in other plans and strategies, including the Growth and Infrastructure Strategy and the Climate Emergency declared in July 2019.
- 1.2** The Local Plan is the main planning document guiding new development across the Borough. It includes a suite of strategic and non-strategic policies to deliver on the vision, housing, employment, retail and infrastructure needs and to guide planning applications across the Borough. It is supported by a number of other important documents, including Supplementary Planning Documents, which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific areas, or on particular issues.
- 1.3** The Local Plan, alongside the Minerals and Waste Local Plan for Hertfordshire and any adopted Neighbourhood Plans, replaces the following documents:
- Site Allocations Development Plan Document (adopted July 2017);
 - Core Strategy Development Plan Document (adopted September 2013); and
 - "Saved" parts of the Dacorum Borough Local Plan (adopted May 2004).

Preparing the Local Plan

- 1.4** Work commenced on the Local Plan in 2017. Since then, the Council has undertaken three public consultations:
- Issues and Options (2017) - this sought views on the key issues and challenges facing Dacorum.
 - Emerging Strategy for Growth (2020) - this presented a first full draft of the Local Plan including a suite of allocations, strategic and non-strategic policies.
 - Revised Strategy for Growth (2023) - this presented recommended changes to the draft site allocations, responding to key issues raised in 2020.
- 1.5** The preparation of the Local Plan has been informed by evidence including in particular a Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitats Regulations Assessment, and a range of technical evidence base studies. Our evidence base includes the following important studies which set out the strategic needs for the Borough:
- South West Hertfordshire Local Housing Needs Assessment (2024);
 - South West Hertfordshire Economic Study (2024);
 - Dacorum Retail Study Update (2024);
 - Dacorum Gypsy and Traveller Accommodation Assessment (2024); and
 - Self and Custom Housebuilding Study (2024).
- 1.6** The policies in the Local Plan are informed by feedback received through formal public consultations, informal meetings and discussions with key stakeholders, technical evidence studies and changes in national policy. The Local Plan is consistent with the December 2023 version of the National Planning Policy Framework.

Working with others

- 1.7** Dacorum Borough Council is required to develop a strategy that is informed by constructive discussions with neighbouring authorities and other key stakeholders such as Natural England, the Environment Agency, Historic England and National Highways on what are known as 'strategic matters'. This is known as the Duty to Cooperate. The outcome of these discussions should inform policies in the Local Plan, where it is appropriate to do so, and is consistent with achieving sustainable development.
- 1.8** Some of the Strategic Planning Matters which have been identified through this process are listed below:
- Ensuring homes are delivered appropriately across South West Hertfordshire;
 - Looking to our neighbours to deliver some of our own employment needs;
 - Delivering Hemel Garden Communities, which is a joint growth initiative between Dacorum and St Albans City and District Councils, Hertfordshire County Council and the Hertfordshire Local Enterprise Partnership;
 - Supporting the Hertfordshire Innovation Quarter Enterprise Zone at Maylands;
 - Strategic transport movements along 'A' roads and motorways;
 - School capacity and cross county flows, including secondary schooling needs stemming from Dacorum;
 - Growth impacts upon the Chilterns Beechwoods Special Area of Conservation;
 - Continuing to protect the Chilterns National Landscape;
 - Household waste capacity in west Hertfordshire; and
 - Healthcare provision in west Hertfordshire.
- 1.9** Engagement has taken various forms including consultations, meetings and exchanges of correspondence. This engagement has informed both evidence preparation and policy development, ensuring effective outcomes are reached. The new Local Plan meets the requirements of the Duty to Cooperate.

The South West Hertfordshire Joint Strategic Plan



- 1.10** To respond to longer term growth challenges, we have joined the other four authorities in South West Hertfordshire (St Albans, Three Rivers, Hertsmere and Watford) in preparing the South West Hertfordshire Joint Strategic Plan. This provides the opportunity to couple growth and infrastructure at a strategic level, enabling more coordinated planning of growth and infrastructure provision.
- 1.11** The South West Herts Joint Strategic Plan will provide a long-term blueprint for the area to 2050. It will be able to consider and address issues that cross council boundaries and set out a strategic vision for the area. It will also help guide future plans and strategies by setting out high level policies on a range of topics including:
- Climate change;
 - Strategic approach to the Green Belt and the Chilterns National Landscape;
 - Strategic growth opportunities;
 - Strategic infrastructure delivery;

- Economic opportunities; and
- Housing needs.

1.12 The Joint Strategic Plan will be progressed further in the coming years. We will continue to work with the other authorities to support the preparation and adoption of this document to ensure that such development needs are met. Further information on the Joint Strategic Plan can be found at the following website: <https://www.swhertsplan.com>

Context and Challenges

Climate Change Emergency

1.13 Our climate is changing as a result of human activity and this will have substantial implications for society and our environment if we do not act. The scientific evidence indicates that we will experience hotter and drier summers, milder winters, and more extreme weather events such as drought and flooding. Dacorum Borough Council declared a Climate Emergency in July 2019 and has since prepared a Climate and Ecological Emergency Strategy.

1.14 The Local Plan will play a central role in delivering a number of the aims set out in the declaration and strategy. A central thread of the Local Plan is to plan for a low-carbon future in which carbon emissions and other greenhouse gases are reduced and we adapt to the new climatic norms. The Local Plan offers real opportunities to deliver meaningful measures to combat the effects of the climate change emergency.

Housing Growth

1.15 One of the major challenges for the Borough is delivering a step change in the level of housing growth as required by the Government. This will be far above what has been delivered in the past. We will need to work in close partnership with the development industry, bring forward publicly owned land and make effective use of our planning powers to ensure growth can be appropriately delivered.

1.16 In addition, the Borough's high average house prices mean that buying market housing is increasingly difficult for many households. The prospect of owning a home is now out of reach for the majority of young people with the average age of a first house purchase currently being 34 years old. We need to significantly increase the number of affordable homes that are genuinely affordable to local people. This in turn should also aid households to live in adequately sized accommodation and assist those who have outgrown their current home.⁽¹⁾

1.17 This growth brings with it a significant number of challenges for our local communities, infrastructure, and the natural and built environment. The right type of housing should be provided in the right location, and at the right time to meet the changing housing needs of all members of our communities, particularly the ageing population. This Plan seeks to ensure that new homes are delivered sustainably, land is used efficiently, and developments acknowledge local character and context without frustrating innovation or compromising design quality.

Economic Prosperity

1.18 Whilst the future poses a number of significant economic challenges we have big ambitions for our local economy driven by the continuing success of the Maylands Business Park as a key local and sub-regionally important employment centre. Great progress has been made on regeneration, inward investment and expansion in recent years, including the creation of the Heart of Maylands, the completion of environmental works and the broadening of its commercial uses.

1 Department for Levelling Up, Housing and Communities (2023). Gov.uk. Available at: [Chapter 3: Housing history and future housing - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/levelling-up-housing-and-communities-strategy/chapter-3-housing-history-and-future-housing)

- 1.19** Regeneration and continued diversification of the Maylands Business Park will continue to form a key part of the strategy, given added impetus by the creation of the Herts Innovation Quarter, a designated Enterprise Zone. To meet the needs arising for new employment space the eastward expansion of Maylands is proposed on land in St Albans City and District Council.
- 1.20** Further investment is needed to resolve congestion from employees, visitors and HGV parking problems in the Maylands Business Park. This will include the delivery of a new sustainable transport interchange that will form part of a wider network of such facilities and provide easy and rapid interchange between different modes of travel.
- 1.21** The strategy safeguards other existing employment areas that are key to the local economy, including delivering space for start-up businesses and established small and medium enterprises. We will balance the pressure of competing land uses, and look to encourage and support opportunities for inward investment through working in partnership with the Hertfordshire Local Enterprise Partnership, the business sector, and other key stakeholders. We will also seek funding from Government and work with other agencies to secure high speed and high capacity digital connectivity for businesses and residents.

Securing the Vibrancy of our Town Centres

- 1.22** Alongside housing and employment we anticipate continued rapid changes in retailing over the Plan period as our economy evolves and habits change. These changes are likely to have profound implications for our town centres and in particular Hemel Hempstead. Hemel Hempstead Town Centre has undergone significant regeneration ranging from environmental improvements to the pedestrianised area of the Marlowes and the award winning restoration of the Jellicoe Water Gardens.
- 1.23** Our high streets are going to be reshaped by a number of factors including changes to retailing patterns brought on by the growth in online shopping. The changes to the Use Classes Order in recent years also have implications for the changing face of our town centres. It is important that our town centres remain vibrant, resilient and attractive in the face of a volatile retail environment and changing shopping patterns.
- 1.24** There is no significant requirement for new retail floorspace over the lifetime of the Plan, except for new food stores in Hemel Hempstead. Nonetheless we will take opportunities to support existing retailing and to also encourage a wider variety of uses, promote more leisure and social engagement, and embrace town centre living and the evening economy. The strategy supports increases in the residential presence in and around our town, district and local centres, to help sustain them in the longer term.

Infrastructure

- 1.25** Providing new infrastructure to support development is essential. This includes new transport infrastructure, schools, health care and open spaces. Residents have told us that new and upgraded infrastructure must keep pace with the delivery of new homes. Our Infrastructure Delivery Plan shows that major investment is required across the Borough to deliver our growth strategy. New development must deliver its share of the new infrastructure required to unlock growth.
- 1.26** Supporting the significant long term growth of Hemel Hempstead will require funding to be prioritised to achieve early delivery of infrastructure. In addition, our other towns will also be experiencing significant growth and will require investment in infrastructure. Our Infrastructure Delivery Plan sets out the scale of funding required, how much of this can be met by the development industry and how much will require public investment, drawing on our partner organisations and central Government.

Natural and Historic Environment

- 1.27** The combined effects of climate change, population growth and development needs will increase pressure on the natural and historic environment. We have a particularly sensitive environment in Dacorum due to the quality of our protected landscapes (including the Chilterns National Landscape) and the presence of the Chilterns Beechwoods Special Area of Conservation. The impacts of growth on the environment will be reduced through:
- The prudent use of natural resources;
 - Encouraging renewable energy production;
 - The effective recycling of waste;
 - The sustainable design of new development; and
 - Careful land management.
- 1.28** Making effective use of urban land can help reduce the pressure on the natural environment by limiting the overall scale of greenfield development. New developments can also play their role by linking to existing green networks, creating new and varied green spaces, and promoting opportunities for biodiversity and nature conservation.

Borough Vision

The Vision for Dacorum to 2041

By 2041, Dacorum will deliver balanced communities and remain an attractive and desirable home for residents and businesses alike.

New housing will be more affordable and all development will be of a high standard of design while sensitively respecting the rich historic and natural character that exists across the Borough. Dacorum will be better able to meet the needs of older people, people with disabilities and those with specialist needs.

Growth will be supported by new services and infrastructure including generous new public parks that are delivered at the right time and in the right location for the benefit of new and existing communities alike.

Environmental Sustainability

Growth will help reduce the Borough's contribution to climate change through the location and design of development, by promoting energy efficiency and renewable energy, and sustainable construction, enabling more people to walk and cycle and supporting reductions in the use of finite resources.

The natural beauty of the Chiltern Hills and the varied character of the countryside will be enhanced, and will continue to be admired and cherished. The countryside will be actively managed and enjoyed and will continue to support a healthy local economy and diversity of wildlife. Water quality in the rivers and streams will be good. New woodlands will be planted for future generations and the Borough will be even greener. Special features, such as the Grand Union Canal, will remain an active part of the Borough's heritage. The wider historic environment will remain valued and protected. The impact of growth on the Chilterns Beechwoods Special Area of Conservation will be effectively mitigated.

Economic Growth

Dacorum's economy will grow and adapt to new markets and opportunities, taking full advantage of its strategic M1 - M25 - A41 location. As part of this, the Hertfordshire Innovation Quarter will deliver innovation through expansion of the dynamic Enviro-Tech business sector. People and businesses will be served by excellent community, transport, and digital infrastructure. Our town centres will continue to be a focus for shopping while responding to modern trends, maximising footfall throughout the day.

Health and Wellbeing

Health and wellbeing will improve across all age groups. Preventable ill health will be addressed and local health inequalities reduced. Communities will be inclusive, sustainable and embrace diversity. Development will be designed to a high quality and health impacts will be measured. Places will encourage social connections, incorporate green infrastructure, promote active travel and overall create a high quality living environment.

A full range of social, leisure and community facilities and services will be delivered in a coordinated way alongside new development to promote healthy behaviours and improve community cohesion. Opportunities for all people to increase their levels of physical activity will be supported through improved provision of active travel.

Strategic Objectives

Achieving Sustainable Development

- 1.29** The principles of sustainable development are central to the planning system. As set out in the National Planning Policy Framework, all development should accord with the central presumption in favour of sustainable development.
- 1.30** Sustainable development is about meeting the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework defines this through three overarching objectives that are central to the Dacorum Local Plan:
- **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and
 - **An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 1.31** The vision for Dacorum is underpinned by a series of Strategic Objectives that will guide the direction of the detailed policies within the Local Plan. These objectives align with the overarching objectives of the National Planning Policy Framework in delivering sustainable development across the Borough, allowing us to focus actions and measure progress.

Strategic Objective 1: Delivering Dacorum's Future with Homes for Everyone.

- To deliver the identified housing requirement up to 2041.
- To increase the number of new and genuinely affordable homes.
- To meet the needs of older people and other groups who need specialist housing.

Strategic Objective 2: Generating a Vibrant Economy with Opportunities for all.

- To promote Dacorum as a prime location for inward investment.
- To strengthen Hemel Hempstead's role as a thriving business centre.
- To maintain commercial enterprise and employment opportunities in the market towns and large villages.

- To ensure town centres continue to evolve and flourish.
- To develop Dacorum as a great tourism destination.

Strategic Objective 3: Mitigating and Adapting to Climate Change.

- To mitigate and reduce the causes of climate change.
- To adapt to the impacts of climate change and increase climate resilience.
- To promote the use of renewable resources, reduce carbon emissions, protect natural resources and reduce waste.

Strategic Objective 4: Conserving and Protecting the Natural and Historic Environment.

- To minimise the effects of pollution, including air quality, on people and the environment.
- To protect and enhance Dacorum's distinctive natural and historic landscape character, open land, biological and geological diversity.
- To conserve and enhance the landscape and scenic beauty of the Chilterns National Landscape.
- To protect people and property from flooding.
- To maintain and enhance networks of habitats, green and blue infrastructure, and deliver biodiversity net gain.
- To conserve and where feasible celebrate our rich and diverse heritage assets.

Strategic Objective 5: Ensuring an Attractive and Valued Urban Environment.

- To ensure the effective use of existing land and previously developed sites.
- To promote the distinctiveness of each of Dacorum's towns and villages, reinforcing their role and character whilst not discouraging innovation in approaches.
- To create safe and attractive environments through high quality design.
- To protect and enhance Dacorum's distinctive historic environment.

Strategic Objective 6: Promoting and Facilitating Sustainable Transport and Connectivity.

- To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel by car.
- To ensure that passenger transport is reliable, integrated and accessible.
- To create environments where active travel is encouraged, safe and enjoyable.
- To harness the opportunity of technology and improve digital connectivity.

Strategic Objective 7: Supporting Community Health Wellbeing and Cohesion.

- To promote healthy and sustainable communities and a high quality of life.
- To provide for a full range of social, leisure and community facilities and services.
- To promote social inclusion and cohesiveness, embrace diversity and reduce inequalities.
- To enable and support active lifestyles through the provision of open space, sports and recreation facilities.

Strategic Objective 8: Enabling the Delivery of Infrastructure.

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

Spatial Strategy

1.32 The spatial strategy has evolved in line with the overarching vision and objectives for the Borough, delivering a significant uplift in growth sustainably. This section briefly looks at each of the main settlements in turn, as well as the small villages and open countryside to better understand how the overarching vision and strategic objectives will apply to each area.

Hemel Hempstead

- 1.33** Hemel Hempstead is a Mark One New Town designed by Geoffrey Jellicoe in the 1940s with the new town development starting in the 1950s. Alongside his vision and masterplan for Hemel Hempstead, he said it was "not a city in a garden, but a city in a park." Despite being the largest town in the Borough, the town is quite compact, with distinctive landscape features including the Grand Union Canal and the Gade and Bulbourne Valleys with rivers that converge at Two Waters, south of the town centre. The topography of the town and the design of the neighbourhoods draw the countryside in, allowing views of open space, woodland and parkland from residential areas to the west, east and south of the town centre.
- 1.34** The town is the Borough's focus for key services and facilities including employment, shopping, health and leisure. The town is situated in close proximity of London, is served by two mainline railway stations, and has good access to major roads such as the M1 and A414. Hemel Hempstead also benefits from being within close proximity to London Luton Airport.
- 1.35** In March 2019, Hemel Hempstead was awarded a new "Garden Town" status. The Hemel Garden Communities (HGC) programme was created with the aim to deliver transformational change for the town. The programme provides a strategy for Hemel Hempstead with locations for development split across two administrative areas, our own and St Albans City and District Council (SADC).
- 1.36** Overall, the project proposes a highly sustainable urban expansion to the east and north of Hemel Hempstead. The proposals will bring around 11,000 new homes in total. It is also proposed to deliver new jobs and a range of other facilities including green spaces, shops, schools, community facilities, healthcare and improved walking, cycle and public transport routes. It is expected that these will be delivered by 2050.
- 1.37** The HGC programme and aspirations for growth in the Local Plan period to 2041 and beyond is closely aligned with the Spatial Strategy for the Local Plan - through a mixture of regeneration opportunities and urban extensions to the town. The strategy aims to revitalise the town centre, reinvigorate Two Waters through celebrating its industrial past, protect the most important employment areas to ensure they remain fit for the future, and deliver new balanced communities.
- 1.38** The Spatial Strategy requires Hemel Hempstead to accommodate the majority of growth for the Borough (c.70%), and significantly more than any of the other settlements. For this reason, Chapter 2 - Delivering Growth at Hemel Hempstead is needed to focus in more detail on the policy requirements necessary to unlock planned growth and support the delivery of the wider Hemel Garden Communities vision for the town.

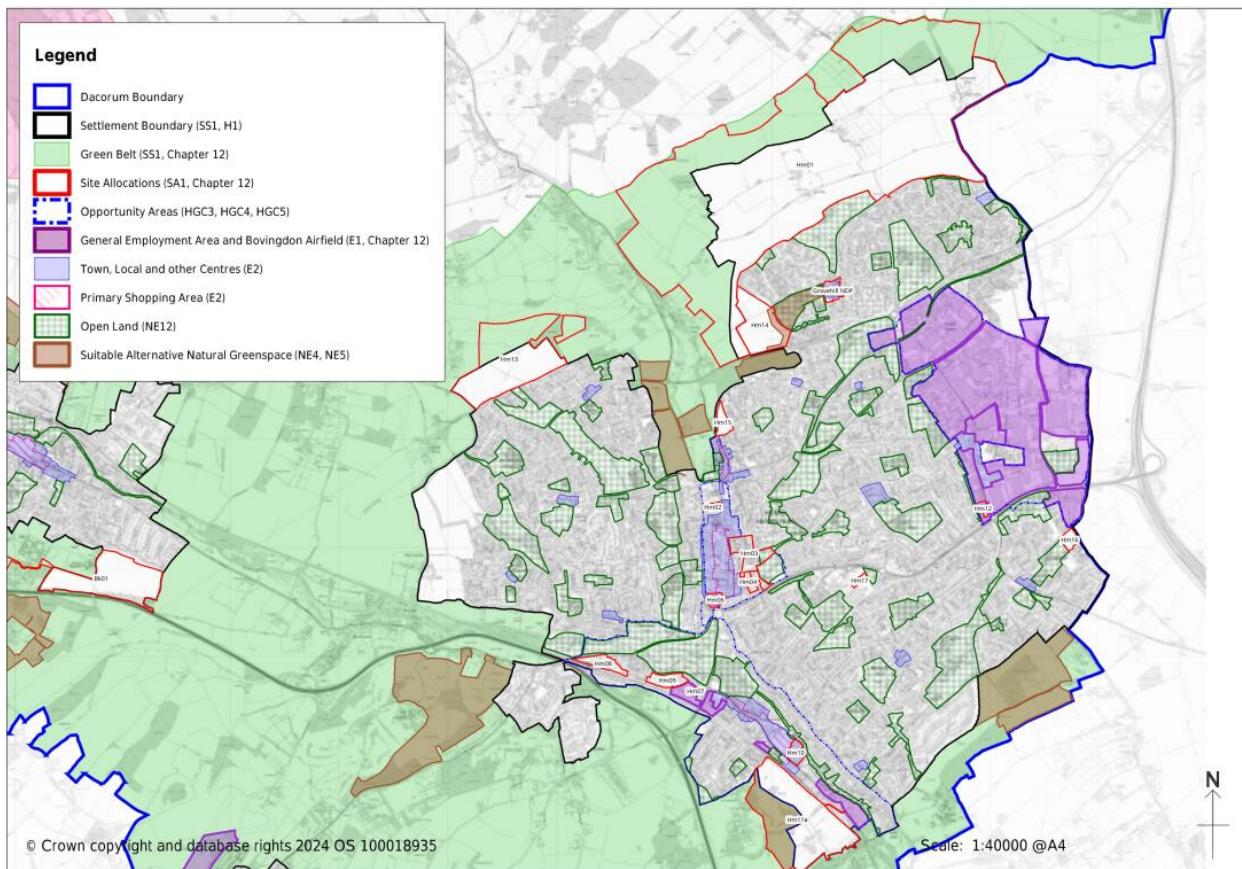


Figure 1 - Strategy for Hemel Hempstead

Berkhamsted

- 1.39** Berkhamsted, including the urban area of Northchurch Parish, is a historic market town and is the second largest settlement in the Borough.

1.40 The settlement has good transport links, being served by mainline railway services between London and Birmingham, as well as being adjacent to the A41 which links the town to Hemel Hempstead, Tring and Aylesbury, and the M25.

1.41 Berkhamsted is an attractive valley town, with a rich built heritage, located in the setting of the Chilterns National Landscape which lies to the north. The town is linear in character which has strongly influenced historic growth up and along the valley sides. Key transport links, the River Bulbourne and the Grand Union Canal all run along the valley floor. Berkhamsted's historic core is large, densely built-up and contains many high quality and listed properties.

1.42 The area is served by a town centre that provides an important cultural and service centre role, complemented by a thriving evening economy. A variety of businesses can be found in the town centre and in the employment areas around Billet Lane and Northbridge Road.

1.43 Planned growth needs to be carefully managed in order to take account of existing local highway, primary and secondary schooling, service constraints, and open space deficiencies in the town. To realise the vision and deliver on the strategic objective of the Local Plan, the Spatial Strategy enables sufficient growth to be planned for that addresses known deficiencies while also delivering wider sustainability benefits, including in particular, significant new affordable housing provision, a new primary school and substantial open greenspaces. These will be delivered through an urban extension to the south of the town.

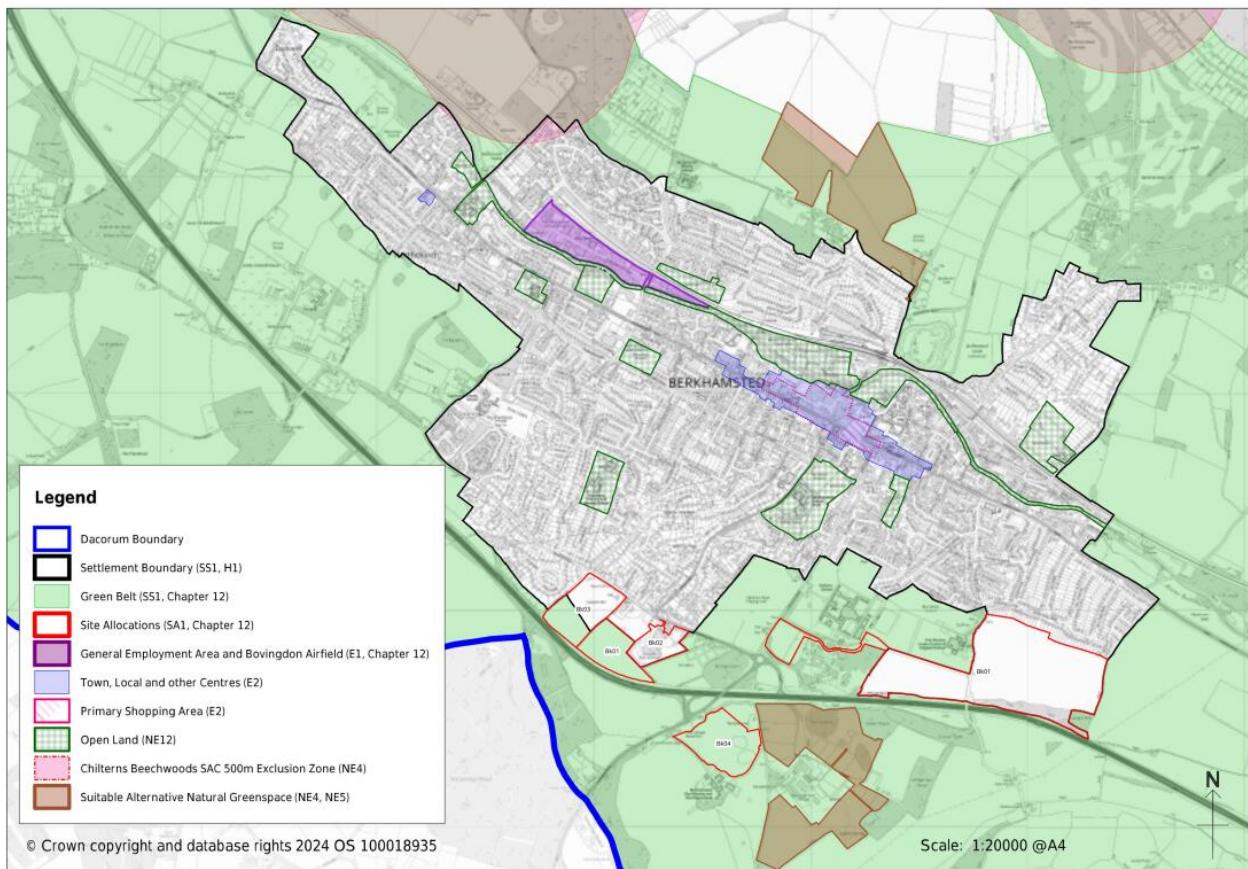


Figure 2 - Strategy for Berkhamsted

Tring

- 1.44** Tring is a market town in the northwest of Dacorum and is the third largest settlement in the Borough.
- 1.45** The town lies in the setting of the Chilterns National Landscape and the Tring Gap foothills, between the low-lying Aylesbury Vale and the northwest face of the Chiltern escarpment. The mainline station is some distance to the east of the town, together with the Grand Union Canal which runs north east passing close to the Tring Reservoirs Site of Special Scientific Interest (SSSI).
- 1.46** Tring has a backdrop of architecturally rich buildings typical of the Rothschild style. The town centre has a strong individual character with many shops and small businesses along the High Street, Frogmore Street and Dolphin Square. There are a small number of employment areas, the largest being Icknield Way Industrial Estate to the west, and a medium sized supermarket on the edge of the town centre. Tring Park is an important asset to the south of the town and there are playing fields and other sports facilities to the west of the town.
- 1.47** Planned growth needs to be carefully managed in order to take account of existing local highway, sustainable transport, primary and secondary schooling requirements, service constraints, and open space deficiencies in the town. New developments need to be sensitive in their design, responding to the surrounding landscape and heritage context. Development will also need to protect and enhance the vitality of the historic town centre, including its shopping and service role.
- 1.48** To realise the vision and deliver on the strategic objective of the Local Plan, the Spatial Strategy enables sufficient growth to be planned for that addresses many of these issues. It will be chiefly brought forward as a large urban extension to the east of Tring to help deliver a wider range of benefits, including, in particular, significant new affordable housing provision, a new primary school, secondary school and substantial open greenspaces. Impacts of development on the wider landscape, including views from and to the Chilterns National Landscape, will be sufficiently mitigated through a landscape led approach to development.

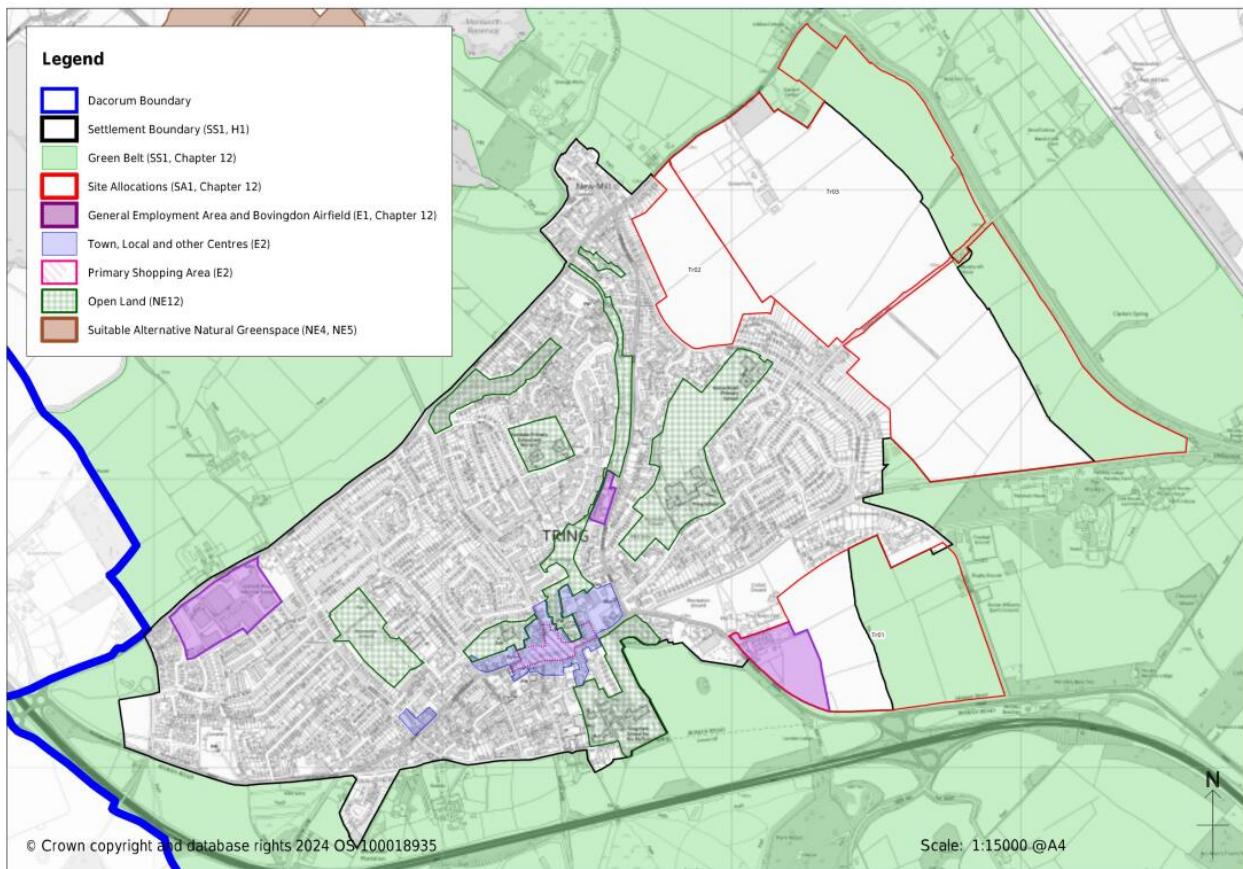


Figure 3 - Strategy for Tring

Bovingdon

- 1.49** Bovingdon is a relatively large but compact village, set in gently undulating farmland in the south of the Borough. The village has a vibrant centre characterised by historic buildings and a reasonable provision of local shops and services. Bovingdon has good links to Hemel Hempstead and Chesham via the B405 (Chesham Road / Hemel Hempstead Road / Box Lane).
- 1.50** To the south east of the village lies Bovingdon Green, Bovingdon Football Club and Bovingdon & Flaunden Tennis Club, which provide important sources of outdoor recreation space and sports facilities for the village. To the northwest lies HMP The Mount, and Bovingdon Airfield which hosts a television and film production studio. The village has seen the broadening of the type of accommodation available to residents through the delivery of a new retirement complex on Hempstead Road.
- 1.51** The parish benefits from a Neighbourhood Plan that was adopted in July 2024. Within this, the vision for Bovingdon seeks to deliver a village "*in which residents enjoy an excellent quality of life, where they feel valued, safe and connected. Bovingdon will preserve its historic legacy and welcoming character, while ensuring that nature and green spaces are protected, and any planned development is sustainable. There will be a flourishing local economy, and the infrastructure will be enhanced to benefit all residents, visitors and businesses. Development in Bovingdon will strengthen the community, enrich the rural identity and enhance the safe and inclusive essence of the village.*"
- 1.52** The Spatial Strategy for the Local Plan supports the Neighbourhood Plan with proportionate growth on land to the west of the village, sufficient to deliver on this vision and a number of its wider objectives.

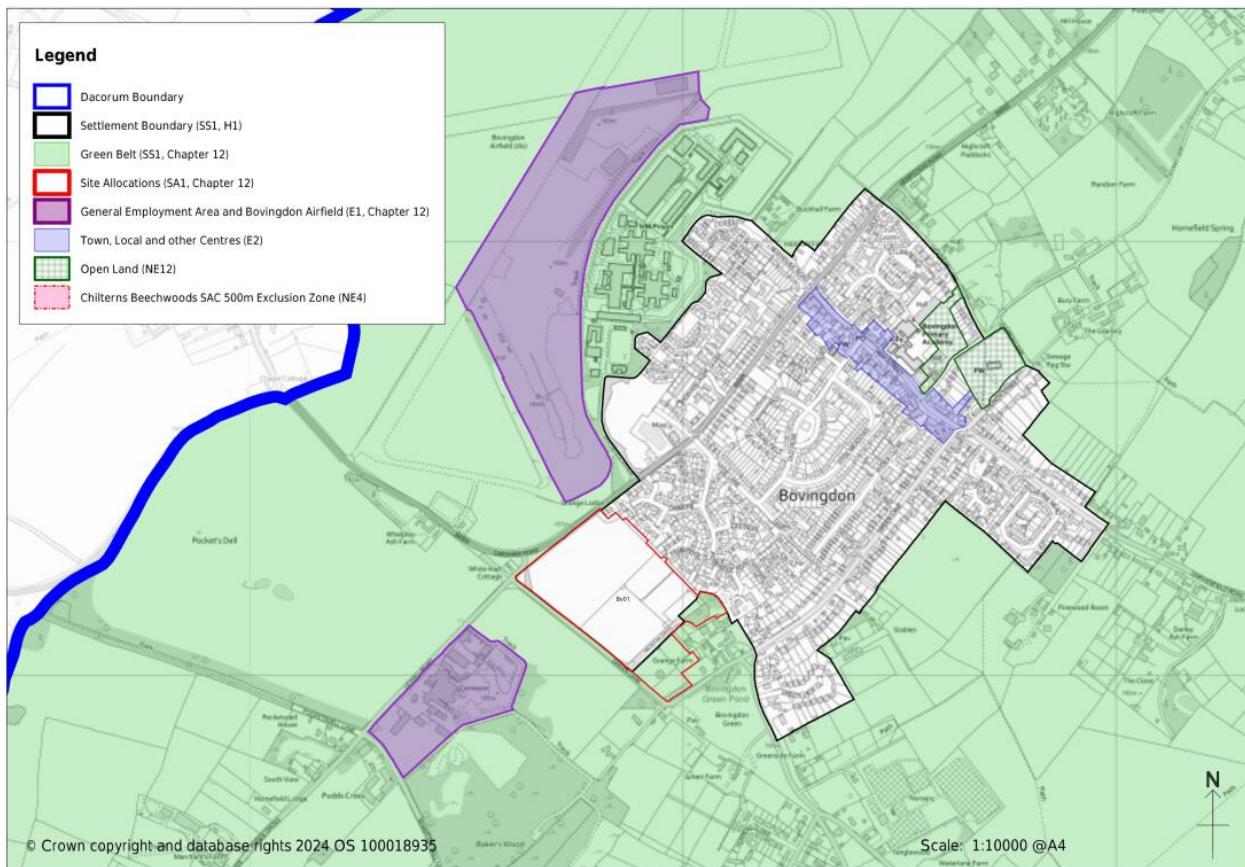


Figure 4 - Strategy for Bovingdon

Kings Langley

- 1.53** Kings Langley is a relatively large village, set in the Gade Valley and on the southern edge of the Chiltern Hills to the south east of the Borough. The village has a vibrant centre characterised by historic listed buildings and a good provision of local shops and services. Kings Langley has excellent links to Hemel Hempstead and Watford along the A4251. It benefits from a train station (in Three Rivers District) and good access to the wider strategic road network including the A41 and M25.
- 1.54** Kings Langley also straddles the Borough boundary, which runs along the Grand Union Canal, and the part of the village to the east of the Canal is within Three Rivers District. This is an important relationship as the Three Rivers part of Kings Langley contains a local mix of office and industrial premises at Home Park, Station Road and Primrose Hill and Kings Langley mainline station. It has also been subject to new housing development in recent years. The Council works closely with Three Rivers District Council to ensure that we have a consistent settlement-wide approach included in our respective Local Plans.
- 1.55** The parish benefits from a Neighbourhood Plan that was adopted in January 2023. Within this, the vision for Kings Langley seeks *"to preserve and enhance what parishioners most value about Kings Langley in line with the priorities suggested by the 2019 Parish Plan Survey- the village status of Kings Langley, environmental actions, greenbelt, proximity to open countryside, canal, woods and common, its thriving highstreet and strong sense of community."*
- 1.56** The Spatial Strategy for the Local Plan supports the Neighbourhood Plan with proportionate growth sufficient to deliver on this vision and its wider objectives.

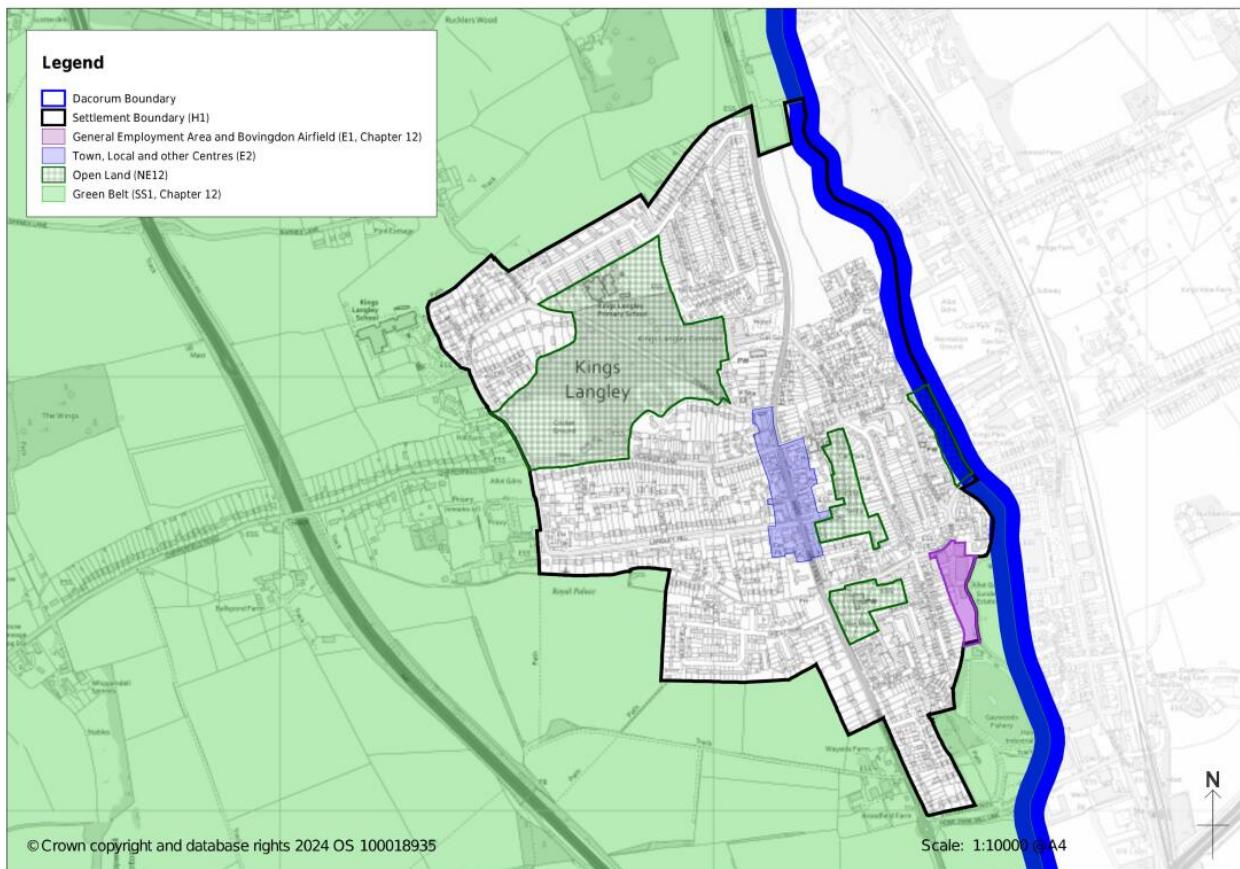


Figure 5 - Strategy for Kings Langley

Markyate

- 1.57** Markyate is the smallest of the larger villages and set in the north of the Borough. The village contains a small number of local services and facilities that also serve the nearby village of Flamstead and the adjoining countryside. It sits on the edge of the Chilterns National Landscape with the majority of the historic settlement located south of the A5183. These factors limit the village's ability to expand. Despite this, it has good links to the nearby settlements of Luton and Dunstable to the north, and St Albans and Harpenden to the south east via the A5183.
- 1.58** The spatial strategy for the Local Plan includes a modest level of growth for Markyate in a manner that supports existing infrastructure in the area. Planned growth is of a sufficient scale to provide enough homes to diversify the existing housing market and meet local need, provide new opportunities for existing residents and to help with the viability of village services.

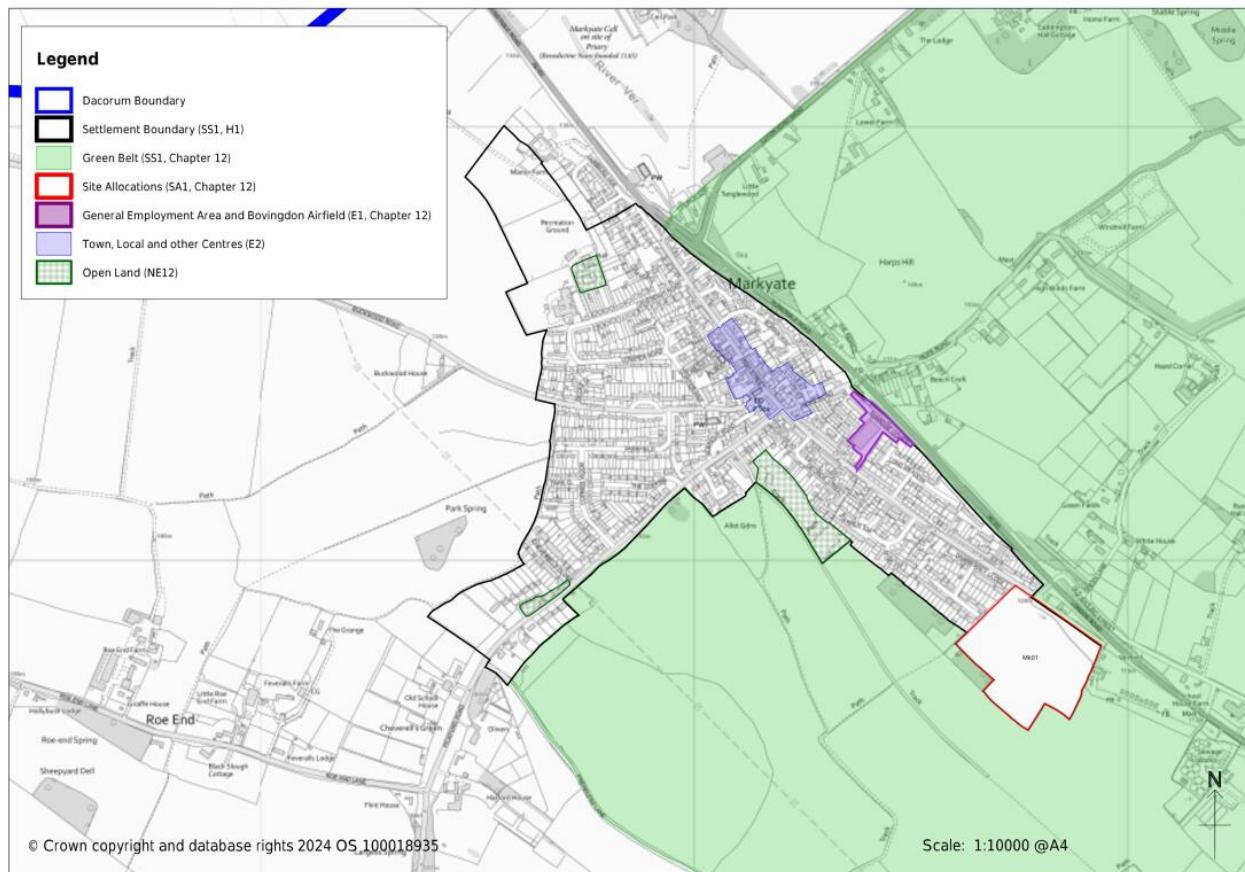


Figure 6 - Strategy for Markyate

Rest of the Borough

- 1.59** Dacorum's countryside covers 178 sq km set across varied landscapes including scenic plateaus and ridges, river valleys, and lowland vale. It supports a network of scattered small villages and hamlets. Many villages have a traditional appearance and heritage buildings which add to their appeal.
- 1.60** Agriculture is the most extensive business in terms of land use, although it has changed significantly in nature over the past 20 years. Whilst commercial farms are getting larger and diversifying into other activities, small-scale 'hobby farming' and the demand for horse paddocks and ménages is on the increase.
- 1.61** The countryside is valued for its rich heritage and attractive landscape. The Local Plan recognises the bulk of the countryside as being protected by the Chilterns National Landscape, the Metropolitan Green Belt, and a wealth of important habitat and wildlife sites. The traditional role of the countryside is likely to change over the lifetime of the Plan with a growing emphasis on climate change adaptation / environmental measures / landscape management, much of this sits outside the immediate scope and control of the planning system.
- 1.62** In recognition of its high environmental qualities, the Spatial Strategy take a more stringent approach to managing development. However, there remains a need to sustain land management, and support new and existing rural enterprises. The small villages are generally more sensitive to change, however the strategy allows for some limited growth to support existing services and access to nearby towns.

Amendments to the Green Belt

- 1.63** The NPPF places great importance to protecting the Green Belt. Its fundamental aim is to prevent urban sprawl by keeping land permanently open (Paragraph 142). The NPPF also allows authorities to amend Green Belt boundaries only through the review of Local Plans where exceptional circumstances exist (Paragraph 145).

1.64 Before concluding that exceptional circumstances exist to justify making changes to the Green Belt, the NPPF requires us to demonstrate that we have fully examined all other reasonable options for meeting our identified need for development (Paragraph 146). The Council is satisfied that the spatial strategy:

- a. makes as much use as possible of suitable brownfield sites and underutilised land;
- b. optimises the density of development in line with the policies in chapter 11 of the NPPF; and
- c. has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development.

1.65 The strategy cannot deliver the level of homes (including affordable homes), jobs and infrastructure required within existing settlement boundaries. Furthermore, restricting the expansion of the towns and larger villages will only worsen affordability in these areas, with no viable spare land available for new school provision, employment opportunities or delivering infrastructure. The Council has explored all reasonable options and in order to deliver the vision and strategic objectives of the Local Plan, exceptional circumstances exist to amend the Green Belt boundary.

Strategic Policy SS1 - Spatial Strategy for Growth

1. Dacorum's Local Plan will make provision for the following in the period up to 2041:
 - a. A minimum of 15,332 homes, delivered through a mixture of allocations, windfalls and existing permissions;
 - b. A minimum of 3.6 hectares of land for new employment development;
 - c. Additional convenience retail floorspace to meet the identified needs in Dacorum's towns with a focus on the town centres and at select site allocations; and
 - d. Associated infrastructure to support the above.

Strategic Settlement of Hemel Hempstead

2. The primary focus of strategic growth and investment will be at Hemel Hempstead. This will be achieved through the successful regeneration of key opportunity areas and major urban extensions to the town and guided by the Hemel Garden Communities programme. The Opportunity Areas for the town centre and Two Waters provide a focus for retailing but also other leisure and community facilities such as new schools, health facilities and upgraded railway stations. The mix of uses will deliver vibrant public spaces and a well developed evening economy coupled with new residential development. The Maylands Opportunity Area builds upon its well established roots, delivering new employment premises. The longer term delivery and expansion of the town will build upon the best of the New Town, bringing new and existing communities together in a way that delivers transformational change for the wider town.

Market Towns of Berkhamsted and Tring

3. The market towns of Berkhamsted and Tring will be a focus for growth outside of Hemel Hempstead. New urban extensions in these locations will deliver a balanced mix of new homes and job opportunities, alongside new schools, community hubs, health facilities and shops. The town centres will continue to act as service centres for the surrounding villages.

Larger Villages of Bovingdon, Kings Langley and Markyate

4. At the larger villages of Bovingdon, Kings Langley and Markyate, modest growth will be delivered through a combination of site allocations, existing commitments and windfalls. These villages will strengthen their role in providing services and facilities to serve local and nearby communities.

Small Villages of Chipperfield, Flamstead, Potten End, Wigginton, Aldbury, Long Marston and Wilstone

5. At the small villages of Chipperfield, Flamstead, Potten End, Wigginton, Aldbury, Long Marston and Wilstone, the principle of limited infill development will be supported subject to the following criteria being met:
 - a. An assessment of the site shows that it lies within the built up area of the village;
 - b. The site comprises a gap in an otherwise clearly identifiable built up frontage, or a gap within a group of buildings;
 - c. The building(s) or structure(s) must be constructed on a similar building line (formed by the front main walls of existing buildings) and be in keeping with the size, width, scale and height of those adjacent;
 - d. There would be no harm to the settlement pattern, grain or morphology of the village; and
 - e. The land is not allocated for any other purpose.

Other Small Villages and the Countryside

6. These are the least sustainable areas of the Borough, providing much lower levels of facilities and where significant environmental and heritage constraints often apply. Growth here will generally support changing rural and agricultural practices.
7. The Green Belt boundary has been reviewed to meet identified needs over the lifetime of the Plan.

Neighbourhood Plans

8. In addition to the identified requirements set out above, growth may come forward through local allocations in Neighbourhood Plans. Where considered appropriate by the qualifying body, a Neighbourhood Plan is allowed to make detailed amendments to the Green Belt boundary in their designated area for the specific purpose of enabling a local allocation to come forward for development.



Chapter 2. Delivering Growth at Hemel Hempstead

Hemel Garden Communities

2.1 The Hemel Garden Communities (HGC) Programme is an ambitious proposal to transform Hemel Hempstead through the regeneration of the existing town and delivery of new housing and infrastructure in Dacorum Borough Council and St Albans & City District Council areas. To support this planned growth, the Local Authorities have jointly prepared Local Plan policies and evidence to govern design and delivery of those new communities. These policies do not extend to or imply planning considerations for the jurisdiction beyond Dacorum local authority area.

Transformation of Hemel Hempstead

- 2.2** The Hemel Garden Communities Programme Area (figure 1), which is across St Albans District and Dacorum Borough Council (DBC), encompasses the existing town of Hemel Hempstead, Growth Areas and other site allocations set out in Dacorum Borough Council's Local Plan. The HGC Programme Area will support the transformation of Hemel Hempstead.
- 2.3** The HGC Growth Areas include land to the north and east of Hemel Hempstead within Dacorum Borough and St Albans District, which will provide a network of garden communities.
- 2.4** The HGC Growth Areas to the north and east of Hemel Hempstead, are expected to extend beyond the Plan period and will deliver up to 11,000 new homes and 10,000 new jobs by 2050 across St Albans District and Dacorum Borough.
- 2.5** Further site allocations at Hemel Hempstead will deliver around 5,170 homes. These sites include development and transformation proposals within the Opportunity Areas of the town centre, Two Waters. Town-wide transformative infrastructure is also planned to support the growth.
- 2.6** The transformation will include an extended Maylands Business Park through the delivery of Hertfordshire Innovation Quarter (Herts IQ), which will deliver around 6,000 of the 10,000 jobs, and a regenerated and transformed town centre for Hemel Hempstead and further infrastructure across the rest of the town.
- 2.7** Within Dacorum, the North Hemel Growth Area will deliver at least 1,500 new homes by 2041 with a further 3,500 by 2050, providing a total of 5,000 homes.
- 2.8** Beyond the North Hemel Growth Areas, and further 9,200 new homes, including opportunity areas and smaller sites allocations, will be provided within the Plan period:
- Around 1,500 homes in the Town Centre Opportunity Area;
 - Around 2,000 homes in the Two Waters Opportunity Area, including 500 homes on part of Shendish Manor next to Apsley Station;
 - Around 1,500 homes through existing commitments including 1,100 homes on land to the west of the town (the previous allocation known as "LA3 - West of Hemel"); and
 - A further 4,000 new homes across the wider town (including a mixture of brownfield and greenfield existing Site Allocations, sites already with planning permission, and windfall sites).

Hemel Garden Communities Programme Area

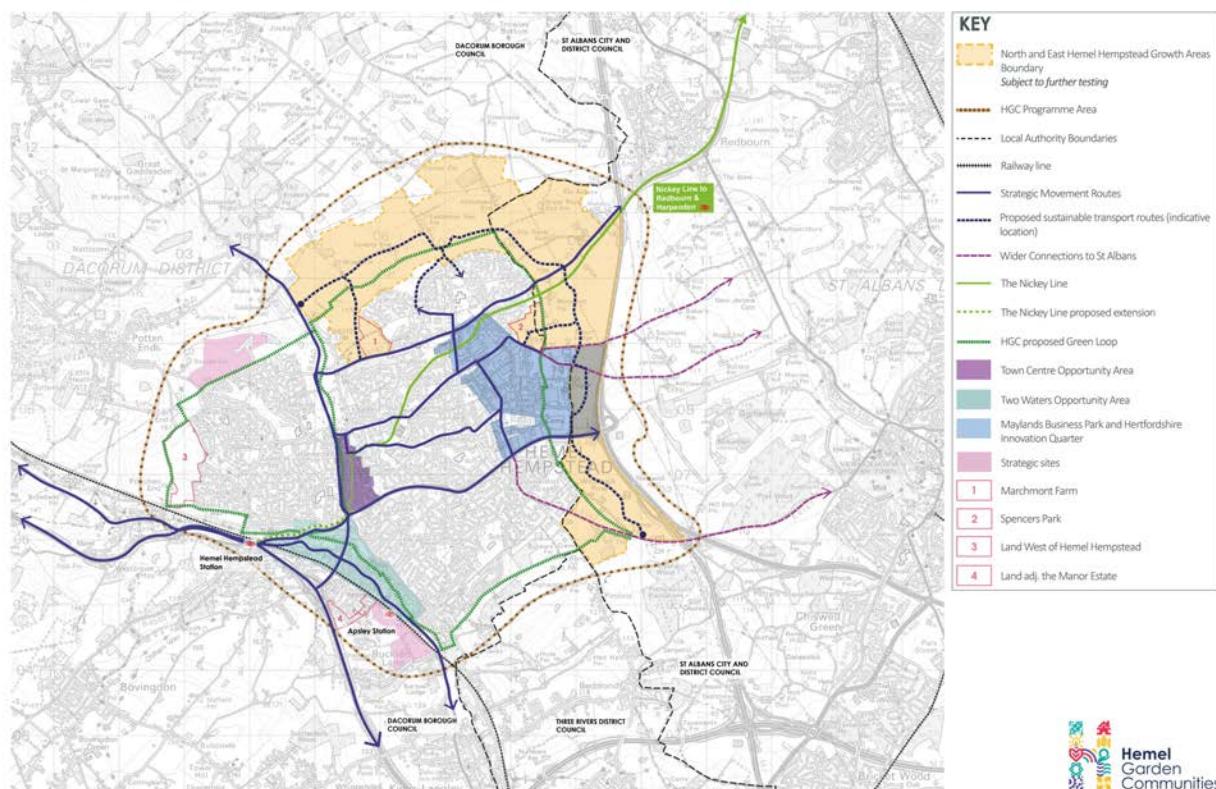


Figure 7 - HGC Programme Area (Source: HGC Delivery statement, 2024)

- 2.9** The Spatial Vision for Hemel Garden Communities sets out the scope for transformation across the town up to 2050, as well as providing a sustainable approach for growth, in accordance with the Town Country Planning Association (TCPA) Garden City Principles. The Spatial Vision was agreed in 2020, following the national designation of Hemel Hempstead as a Transformational Garden Town as part of the Garden Community Initiative and comprises of:

A Vision for Hemel Garden Communities: creating a greener, more connected New Town

Hemel Garden Communities will create new neighbourhoods and transform existing ones and the wider area, building on the best of its heritage and culture to become a greener, more connected New Town. The vision is organised into four thematic pillars, all of which reinforce the aspirations to promote healthy lifestyles and respond to the climate crisis. Hemel Garden Communities will be home to inclusive, integrated neighbourhoods connected by a green network, and thoughtfully designed places with engaged communities, all underpinned by digital connectivity, a self-sustaining economy and pioneering green technology driven by Hertfordshire Innovation Quarter (Herts IQ).

- 2.10** The Spatial Vision focuses on the creation of a greener, more connected town which builds on its existing strengths, and the heritage and culture of Hemel Hempstead and its New Town legacy.
- 2.11** The Spatial Vision will be delivered through creating a more innovative and dynamic destination and encouraging investment in business and jobs, alongside new homes. Creating integrated and balanced communities will be key, with improved neighbourhood centres, and leisure and green spaces, which connect established areas with the new growth.

- 2.12** The four key pillars within the Spatial Vision are: A green network; Integrated neighbourhoods; A self-sustaining economy; and Engaged communities. The four pillars have guided detailed studies and strategies for the programme and their outputs.
- 2.13** The main outputs provide a requirement for a range of infrastructure, projects and initiatives across Hemel Hempstead and wider routes. There are also clear cross-cutting transformative themes helping to steer growth, key infrastructure, regeneration and investment. The Transformative themes are Climate Resilience; Healthy Lifestyles; One place; and Balanced Communities.

Partnership Working

- 2.14** Since receiving Garden Town status, the partners (Dacorum Borough Council, St Albans City and District Council, Hertfordshire County Council, Hertfordshire Economic Board 'Hertfordshire Futures' and Hertfordshire Innovation Quarter) have been working collaboratively on strategic issues relating to the delivery of Hemel Garden Communities. The joint working approach is set out in a Memorandum of Understanding.

Delivery of a Transformed Town

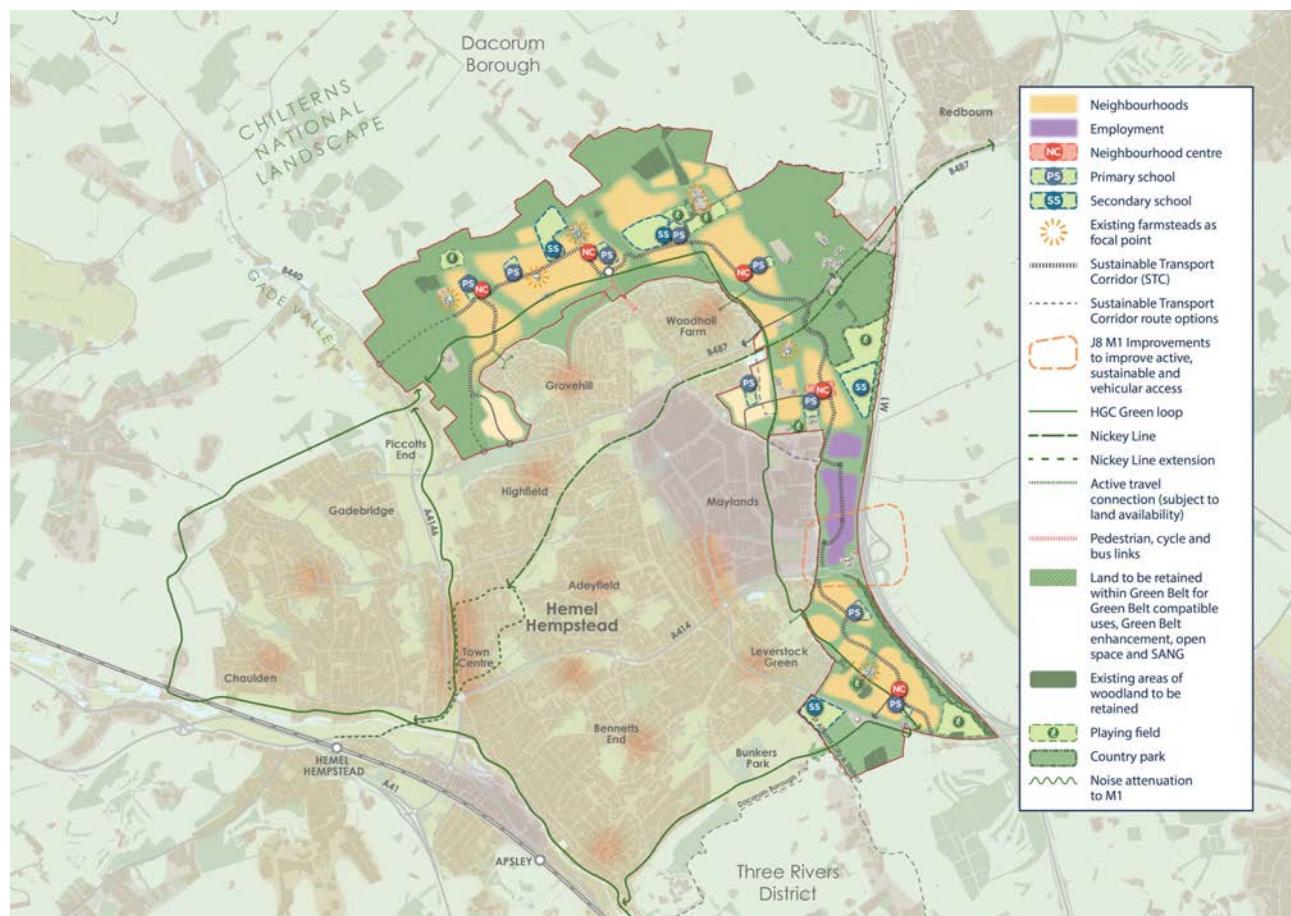


Figure 8 - Indicative Concept Plan for HGC Growth Areas (Source: HGC Evidence Base 2024)

- 2.15** Building on the Spatial Vision, several studies and strategies have been developed to support the Programme Area and its transformation. The key studies and strategies are explained in more detail within the Hemel Garden Communities Delivery Statement.
- 2.16** The HGC Growth Areas are supported by the **HGC Framework Plan**, a suite of evidence providing a single, holistic spatial and infrastructure framework for the HGC Programme Area, with a detailed focus on the North and East of Hemel Hempstead Growth Areas (Figure above). The wider HGC studies and strategies have shaped the Framework Plan.

- 2.17** The **HGC Transport Vision and Strategy (TV&S)** document sets out a sustainable movement network approach for the long-term growth and transformation of Hemel Hempstead and wider routes. The approach ensures the HGC Programme Area can be developed as a successful, integrated, well-connected place. The figure below identifies the key and local networks, set out within the TV&S, to achieve a town-wide sustainable transport network with a target of 60% of all journeys starting, ending or within the HGC growth area and 40% of all journeys starting, ending or within the existing town of Hemel Hempstead, to be undertaken by active and sustainable modes by 2050.

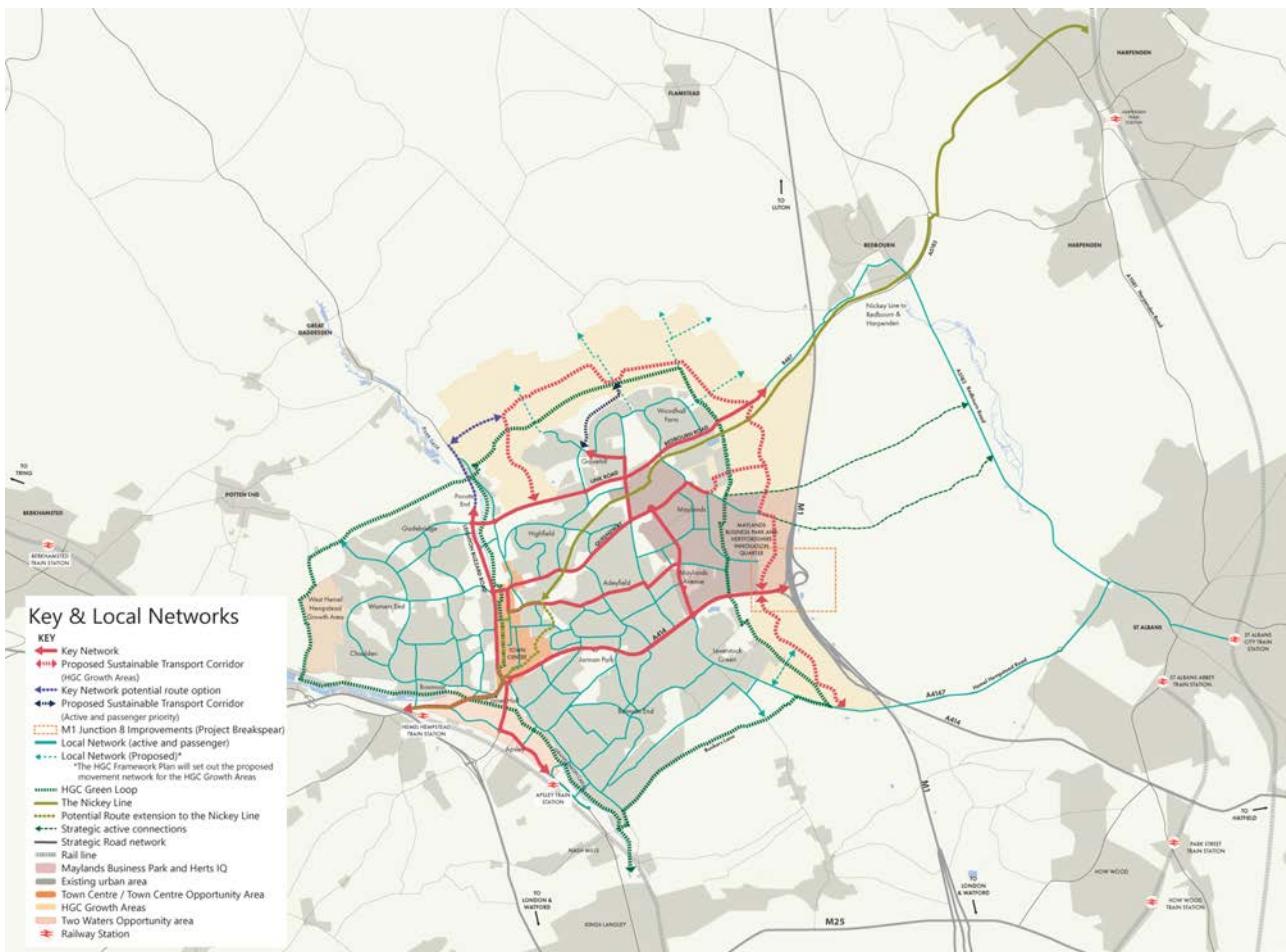


Figure 9 - The Key and Local Movement Networks (Source: HGC Transport Vision and Strategy 2024)

- 2.18** The **HGC Green Infrastructure Strategy** document has been developed to create a greener, more connected and biodiverse place. The strategy sets out a high-level framework for guiding delivery of a 'Green Network' for the HGC programme area and wider routes. New and improved infrastructure will help transform Hemel Hempstead with strategic greenways noted in the Figure below, including the HGC Green Loop greenway, Nickey Line greenway and the River Ver greenway.
- 2.19** The HGC Green Loop is a strategic figure-of-8 cycle and walking route offering connections between places and key locations within Hemel Hempstead and beyond. The loop will be formed by making new routes and enhancing and integrating existing routes such as the Quietway, Grand Union canal towpath, country lanes and Public Rights of Way. Projects include significant improvements to the greenways, health and play on the way routes, new parks and a variety of play areas, sport and leisure facilities and community food growing. There are synergies with many of the projects outlined in the Health and Wellbeing Strategy and wider projects can be found in the HGC Infrastructure Delivery Plan (IDP).

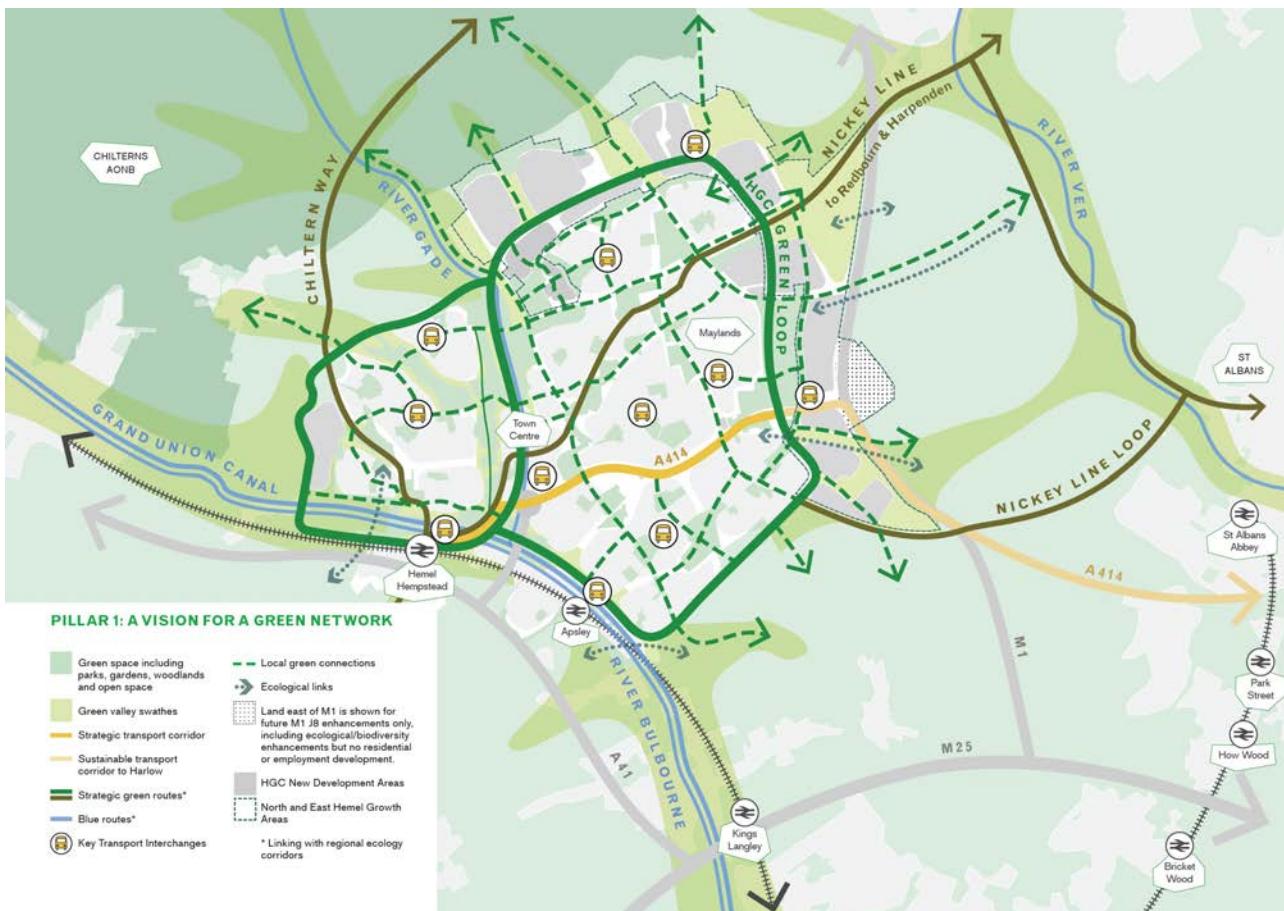


Figure 10 - Green Network Vision (Source: HGC Green Infrastructure Strategy 2024)

- 2.20** A strategy is being developed for a single exemplar Stewardship and Placemaking approach across the HGC Growth Areas. This approach will have the ability to support the other Strategic Sites in Hemel Hempstead. The strategy focuses on enabling legacy placemaking and strong governance with resident involvement. It aims to achieve higher standards of development and infrastructure provision to support the needs of the community and in-perpetuity, sustainable maintenance of public spaces and community assets, supported by a viable and varied funding model.
- 2.21** Community asset management may include green spaces, (including Biodiversity Net Gain), heritage and cultural facilities, public realm, sports facilities, community buildings, commercial and residential development and other relevant facilities. A strong governance structure will guide long-term custodian community development, working with local partners to ensure programmes, events and services meet local needs. This approach will empower residents to help shape their communities alongside local authorities, landowners and key stakeholders.
- 2.22** The HGC Socio-Economic Demographic Study provides an overview of the people, place and prosperity in Hemel Hempstead. It highlights deprivation in the central and north-east areas of the town and identifies opportunities for enhancing self-sufficiency through higher skilled jobs and learning opportunities and high-quality homes to help rebalance the town. As a result, HGC Partners will work to secure new businesses to facilitate higher skilled jobs and learning opportunities at the Hertfordshire Enviro-Tech Enterprise Zone (part of Hertfordshire Innovation Quarter, known as Herts IQ) and within the town centre.
- 2.23** Two Supplementary Planning Documents (SPDs) will provide further detail on how the HGC Growth Areas and Transformation will be delivered and how Stewardship and Placemaking will be enabled. The Local Plan includes a chapter on HGC and sets out the critical infrastructure requirements and thresholds to support development ahead of occupation. The DBC Infrastructure Delivery Plan (IDP) should also be considered to ensure a complete picture and for cross-boundary implications.

North Hemel Hempstead Growth Area (Reference: Hm01)

- 2.24** North Hemel Hempstead Growth Area is located to the north and northwest of Hemel Hempstead and forms part of the wider Hemel Garden Communities area. It will form an urban extension which integrates with the existing neighbourhoods of Grovehill and Woodhall Farm. Whilst there is a good range of services and facilities with easy access from the site, the proposed development is of a scale to deliver significant additional services for both existing and new communities in the area. To encourage self-containment and improve sustainability, there will be the provision of new neighbourhood and local centres including commercial development opportunities.
- 2.25** Maintaining Green Belt on the Gade Valley slopes, Piccots End will retain its distinct and separate identity. An extensive package of landscape mitigation measures, coupled with the delivery of new suitable alternative natural green space, will ensure any impacts on the Chilterns National Landscape will be minimised.
- 2.26** A collaborative approach to masterplanning across the Borough boundary is essential to guide a well-designed development in the short and longer term. Close working will be required with St. Albans City and District Council, the County Council and other parties to ensure essential infrastructure such as sustainable transport measures, roads, community facilities, open spaces and schools are provided in a timely manner.

Opportunity Areas

- 2.27** The Opportunity Areas within Hemel Hempstead will deliver new homes, jobs and infrastructure of a scale sufficient to enable wider transformational change to take place. 1,500 new homes will be provided for in the Town Centre Opportunity Area and around 2,000 new homes in the Two Waters Opportunity Area, including 500 homes on land released from the Green Belt at Shendish Manor. Maylands Business Park, is the main employment site in the town and Borough and provides an opportunity for further employment space to meet the needs of a growing town.
- 2.28** The town centre, Two Waters and Maylands Business Park play a crucial role at the centre of Hemel Garden Communities. The town centre serves as a focal point for the Borough and its key growth locations in Hemel, a focus of civic, retail and leisure opportunities. The existing town centre has changed significantly and has faced a number of challenges in recent years and sites at Two Waters present significant regeneration opportunities, this policy seeks to enable the regeneration and transformation of this part of the town. Maylands has an important role to play in providing employment within the town alongside the Hertfordshire Innovation Quarter.

The Rest of Hemel Hempstead

- 2.29** Elsewhere in Hemel Hempstead development opportunities will come forward through additional allocations and windfall proposals facilitating town wide infrastructure delivery. These will further broaden the mix of housing, and complemented with the right infrastructure in the right locations. The focus for development in the rest of Hemel Hempstead will be to deliver around 1,500 homes, primary schools, health centres, local mobility hubs and significant new natural public open space through the following site allocations:
- Polehanger Lane;
 - Marchmont Farm (previously allocated as "LA1");
 - Old Town (previously allocated as "LA2");
 - Site South of Green Lane; and
 - Grovehill Local Centre (allocated through the Grovehill Neighbourhood Plan).
- 2.30** An additional 2,400 homes are planned to come forward on windfall sites in the plan period. This reflects historic trends for the town coupled with a spatial strategy that supports accelerating housing delivery through the regeneration of the many brownfield site opportunities that exist. Likely future

trends include planning reforms that are intended to accelerate housing delivery more than has occurred in recent years. It is important to plan for a realistic windfall allowance to ensure infrastructure, including education, health, transport and other services are planned for effectively.

- 2.31 Strategic Policy HGC1 - Transformation of Hemel Hempstead** sets the overarching approach to delivering planned growth at Hemel Hempstead. In addition to this, **Strategic Policy HGC2 - Hemel Garden Communities Place Principles** will apply in its entirety to the North Hemel Hempstead Growth Area (Hm01) and more proportionately to other developments within the town, depending on their scale, type and location. Further guidance on how future proposals will align with Strategic Policy HGC2 will be set out in the HGC Framework and Transformation Supplementary Planning Document.

Strategic Policy HGC1 - Transformation of Hemel Hempstead

1. Within Dacorum Borough, the Hemel Garden Communities Programme Area will deliver at least 10,700 new homes by 2041 with a further 3,500 homes to be delivered by 2050. This will be delivered through a network of new neighbourhoods at North Hemel Hempstead Growth Area, Polehanger Lane, and Shendish Manor and through urban regeneration opportunities in the town centre and Two Waters area. Site allocations to support this growth are presented in Chapter 12.
2. An expanded Maylands Business Park, the Hertfordshire Innovation Quarter (Herts IQ), along with Hemel Hempstead Town Centre, will provide new higher skilled employment opportunities. Further job creation will be enabled through the growth of Hemel Hempstead including in the education, retail, health and leisure sectors.
3. All major development in the HGC Programme Area must follow a planned and coordinated approach to growth and infrastructure in accordance with the Local Plan and HGC Infrastructure Delivery Plans (IDPs), Hemel Garden Communities Spatial Vision, the supporting HGC Framework Plan evidence base including HGC Concept Plan, HGC Local Plan Policies and supporting SPDs and Design Codes.
4. Developers and promoters in the HGC Growth Areas must work together and closely with the Councils to ensure an integrated and seamless approach across site boundaries. Critical infrastructure necessary to support development must be delivered ahead of occupation. Proposals must not prejudice or impede the provision of wider infrastructure required within the HGC Programme Area.
5. The methodology for infrastructure apportionment and cost sharing is set out in the Local Plans Infrastructure Delivery Plans (IDPs). Infrastructure, contributions and wider funding will be required to deliver on and off-site infrastructure, in accordance with the above documents.

Strategic Policy HGC2 - Hemel Garden Communities Place Principles

1. To enable the transformation of Hemel Hempstead, the design and delivery of HGC Growth Areas within the HGC Programme Area are required to adhere to the following:

Pillar 1 - Green Network

- a. Achieve and seek to exceed at least 10% Biodiversity Net Gain (BNG);
- b. Provide Suitable Alternative Natural Green Space (SANG) as part of appropriate mitigation strategy for Chilterns Beechwood Special Area of Conservation (CBSAC);
- c. Provide a variety of supporting green and blue infrastructure such as parks, open spaces, greenways, ecological corridors, sustainable drainage solutions, sports and leisure facilities, food growing and health and wellbeing projects, as outlined in the HGC Green Infrastructure Strategy and HGC Health and Wellbeing Strategy;
- d. The design and layout of development should be landscape-led and include early delivery of open space and structural landscaping in order to avoid or minimise adverse impacts on the Chilterns National Landscape, views in and out and its setting in perpetuity;

- e. Deliver the Key and Local Transport Network, as set out in the HGC Transport Vision & Strategy document, to provide direct sustainable travel connectivity between existing and proposed key and local destinations across Hemel Hempstead. Interventions are required to achieve a target of 60% of all journeys starting, ending or within the HGC growth areas and 40% of all journeys starting, ending or within the existing town of Hemel Hempstead, to be undertaken by active and sustainable modes by 2050;
- f. Create a well-connected town with permeable neighbourhoods by providing logical access points at regular intervals for walking and cycling
- g. Provide high-quality bus priority, bus, cycle and walking networks, infrastructure and wayfinding that prioritises active travel and enables the most convenient and efficient journeys to neighbourhood centres and key and local destinations across the town; and
- h. Enhance and improve Public Rights of Way including to existing local footpath links and wider countryside access;

Pillar 2 - Integrated Neighbourhoods

- a. Well-integrated new neighbourhoods that respect and complement adjacent existing neighbourhoods and the wider existing neighbourhood structure of Hemel Hempstead. Proposals should be in accordance with the neighbourhood structure and guidance set out in the HGC Strategic Design Code and HGC Framework and Transformation SPD;
- b. Deliver new local centres, improvements to existing local centres and Hemel Hempstead town centre, and ensure new centres support and complement existing centres;
- c. New neighbourhood local centres must be designed in close proximity to schools, the Sustainable Transport Corridor and include mobility hubs;
- d. The east and north Hemel Hempstead Growth Area Sustainable Transport Corridor (STC) must be delivered in a coherent and integrated approach, facilitate the mode share targets and provide appropriate priority to active and sustainable modes over the private car and provide public transport links along its length (e.g. bus);
- e. Provision and location of affordable housing will be agreed with the council, taking account of the need to create balanced communities and the council's most up-to-date evidence on housing need;
- f. Delivery of Key Projects including Household Waste Recycling and Local Authorities Depot facilities to meet the needs of new and existing communities;
- g. Deliver Herts IQ and improvements to Maylands Business Park and Hemel Hempstead town centre to support the priority for new highly skilled jobs and learning opportunities;
- h. Deliver high standards of urban design, architecture and landscaping that promotes climate resilience and healthy lifestyles;
- i. Where appropriate, utilise on-site advanced manufacturing, modern methods of construction and reuse materials as part of a circular economy approach;
- j. Public realm will be inclusive and of the highest quality, enriched with local public art, heritage trails and interpretation, and effective wayfinding;
- k. Where appropriate, co-locate community facilities and services (including Local Centres, sports, education, childcare and health facilities);
- l. Deliver sports and physical activity provision in a comprehensive and coordinated manner across all HGC Growth Areas;
- m. Minimise the impact on the surrounding landscape, including the Chilterns National Landscape and its setting, whilst achieving a minimum overall net density of 40 net dwellings per hectare; and
- n. A fabric first approach contributing towards the delivery of net zero homes.

Pillar 3 - Self-sustaining economy

- a. Prioritise higher skilled jobs and learning opportunities in Maylands Business Park/Herts IQ and Hemel Hempstead Town Centre to help balance communities and promote development and jobs creation that supports enterprise, innovation and skills diversification;
- b. Maximise opportunities for living, working and socialising locally through the creation of walkable neighbourhoods that prioritise walking and cycling;

- c. Enable the regeneration, high-quality investment and high-quality housing into Hemel Hempstead Town Centre;
- d. Digital infrastructure on and off-site including ultra-fast fibre-optic broadband to homes and businesses or similar technology as it becomes available;
- e. Delivery of remote office hubs, starter units / incubator space, grown-on space, alongside training and higher education facilities in key destinations including local centres;
- f. Promotion of opportunities for environmental sustainability, green and agricultural technology, circular economy principles, sustainable construction, digital connectivity and innovation; and
- g. Establish strong community partnerships including voluntary sector organisations.

Pillar 4 - Engaged Communities

- a. Deliver strong community partnership arrangements between landowners, site promoters, Councils, voluntary sector organisations and residents;
- b. All proposals will deliver on the strategic principles and ambitions for stewardship and legacy placemaking across the HGC Growth Area to maximise strong governance and engagement of communities.
- c. Proposals should identify appropriate funding and a variety of income-generating community assets to secure long-term funding, maintenance, management and stewardship arrangements; and
- d. Support for early activation projects, such as employment opportunities and community facilities, ahead of and alongside the delivery of homes.

Delivery

- a. High-quality new development and infrastructure will be planned and phased in a timely manner to ensure infrastructure and transformation opportunities are maximised. To enable this, the Council and other relevant bodies will consider use of statutory powers including compulsory purchase. Councils, key stakeholders and statutory consultees should be actively engaged in shaping the delivery considerations ahead of an application.
- b. The approach will be in accordance with HGC Framework and Transformation SPD, HGC Stewardship and Placemaking Strategy, and future HGC guidance.
- c. Within the HGC Growth Areas, in addition to meeting LPA validation requirements, planning applications will be required to provide material to demonstrate:
 - i. A landscape-led masterplanned approach with Masterplans and Design Codes. The approach must include appropriate input from the Council, statutory consultees, local communities and parishes, landowners and other stakeholders;
 - ii. Compliance with the HGC Policies and with wider framework masterplan context for the whole neighbourhood the application site falls within;
 - iii. Details for on-site infrastructure to be provided and/or contributions to be made to off-site infrastructure and facilities in line with the Local Plan Infrastructure Delivery Plan;
 - iv. A detailed phasing strategy for the application site, including an indicative phasing plan to show how the site development aligns with the delivery of infrastructure and utilities across the wider neighbourhoods and/ or Growth Areas;
 - v. Undertaking of Quality Review Panels;
 - vi. Compliance with the HGC Stewardship and Placemaking Strategy; and
 - vii. Delivery and arrangements for community development activities appropriate to the creation of new communities.

2. Developments proposals within the defined settlement boundary of Hemel Hempstead are expected to respond proportionately to the place shaping principles set out above. More detail on this will be set out within the HGC Framework and Transformation Supplementary Planning Document.

Town Centre Opportunity Area

- 2.32** The Town Centre Opportunity Area extends from the Old Town High Street in the north, to the Plough roundabout and Heath Park to the south, with the Water Gardens Grade II Listed historic park to the west, and the Hemel Hempstead Hospital site and the Paradise Fields wildlife site to the east. The opportunity area boundary includes a number of key features, including the main shopping areas known locally as the Marlowes and Riverside, West Herts College, the Market Square and the Grade II* listed Bury.
- 2.33** Hemel Hempstead town centre is a sub-regional location for retail and leisure opportunities, and for civic services. It supports a number of jobs and businesses, access to healthcare, opportunities for higher education, and significantly contributes to the delivery of new homes. It also contains a variety of natural features, heritage assets, and public art. It is one of the most sustainable locations within the Borough, it is currently served by two bus interchanges and is well connected to key locations within the town via pedestrian and cycle routes.
- 2.34** The majority of the Opportunity Area was established in the 1950s and 1960s as part of Geoffrey Jellicoe's 1947 Masterplan for the Hemel Hempstead New Town. A number of the assets delivered during this time were deemed to require updating, leading to the 'Hemel Evolution' regeneration programme for the town centre. This was guided by the previous Local Plan and the Hemel Hempstead Town Centre Masterplan 2011-2021 Supplementary Planning Document.
- 2.35** This programme delivered a new campus for West Herts College, a new civic hub to accommodate the Council offices, voluntary sector and library, the restoration of the Water Gardens, high-quality public realm improvements at Bank Court, the Old Town High Street, and significant enhancements to the Marlowes pedestrianised shopping area - including 'play on the way' facilities, an outdoor events space, and a new bus interchange.

The Vision for the Town Centre

- 2.36** Despite this, the town centre is currently under-performing, with a struggling retail sector, evident in high vacancy rates, a lack of an evening economy, poor quality built environment and public realm, and a lack of arts and cultural activities (the Socio-Economic Assessment, Hatch, May 2024). Therefore, following the conclusion of the Hemel Evolution programme's original timeframe, the Council decided to progress further work in order to respond to these challenges.
- 2.37** The Town Centre Vision (Dacorum Borough Council, July 2023) identified a number of drivers for change, including:
- A reduced footfall in the area, caused by the COVID-19 pandemic accelerating the shift towards online shopping and remote working.
 - The evolution of the consumer economy, with people preferring to spend money on 'experiences' as opposed to 'things'.
 - The oversupply of retail space and undersupply of cultural and leisure facilities in the town centre, with a need to consolidate retail provision to key locations and encourage the presence of other sectors.
 - The lack of active travel and public transport connections to key locations such as Hemel Hempstead Station, the Maylands Business Park, and existing/future residential neighbourhoods.
 - The loss of employment floorspace as a result of expanded permitted development rights, and a need to explore other means to retain employment and businesses in the area that respond to new ways of working, such as flexible units and co-working spaces.



- The absence of an evening economy.
- The presence of deprivation and higher crime rates in the area.
- The demand to deliver homes, particularly affordable homes, and the need to provide the associated infrastructure to support this.
- The need to adapt and mitigate the impacts of climate change.

2.38 In response to this, the Council has prepared a new vision for the town centre, which sets the overall intent for the area and development within it for the next 15 years.

Hemel Hempstead Town Centre Vision to 2041

Our vision is for the town centre to become the beating heart of Hemel Hempstead at all times, bringing communities together. It will be the place to create new opportunities for the delivery of homes, address the climate emergency, celebrate Hemel Hempstead's assets and promote cultural and leisure activities.

The current pedestrianised areas and general level layout provides great accessibility. This, combined with access to shops, cafes, restaurants, leisure facilities and nature, offers an attractive and unique place to visit. Our goal is to focus on developing new ideas for how streets and public spaces can contribute towards a successful and inclusive town centre which supports the delivery of high-quality growth.

The Town Centre will be the natural choice for people to live, close to buses, trains, cycle and walking routes. It will feel a safe environment, with access to nature and where residents' needs are met close to their doorstep.

Aims for Town Centre

2.39 The Town Centre Vision is underpinned by a series of 8 'aims' that presents the Council's approach to delivering on this visions.

1. Invest and Regeneration Opportunities
 - Showcase the development opportunities in the town centre, promote Hemel Hempstead to the investor market and secure social value outcomes.
 - Work positively with the development sector to deliver high-quality buildings and spaces which meet the needs of existing and future communities.
 - The Council will review assets in our gift to help support regeneration for our communities and work with partners to get the best outcome of other public sector interventions.
2. Business Opportunities in the Town Centre
 - Develop a strategy to attract businesses and start-ups to the town centre, while supporting and retaining existing businesses.
 - Repurpose development sites and buildings to provide business space as well as provide space for leisure and cultural activities.
 - Generate social value outcomes, identify skills development opportunities to support education, skills and training.
3. High-Quality Affordable and Sustainable Homes
 - Ensure that developments deliver high-quality and sustainable homes, including ambitious design proposals, making the town centre an attractive place to live and visit.
 - Sustainability and mixed and balanced communities should be at the heart of developments.
 - Ensure that the space between buildings is well designed to avoid any unattractive and unused land.
4. Sustainable Transport System

- Create an environment that better connects the Town Centre to other areas of Hemel Hempstead (the station, the emerging Hemel Garden Communities, Apsley, the Maylands Business Park).
 - Support active movement and enable healthy lifestyles and improved wellbeing.
 - Improve the public transport network and linking the Town Centre to destinations in the wider area.
5. Climate Change & Biodiversity
- Ensure that any interventions and actions address the climate and biodiversity challenges we are facing today and in the future.
 - Enhance the biodiversity offer in the town centre to create a healthier environment as well as improve the connection between people and nature.
 - Reduce waste and showcase how Dacorum can innovate to generate a circular economy.
6. Civic Pride in Hemel Hempstead
- Make the most of Hemel Hempstead Town Centre's best assets through improved connections and curating space enabling people to fully enjoy and be proud.
 - Promote the history of Hemel Hempstead and reconnect the Old Town with the New Town Centre.
 - Promote Hemel Hempstead positively at all opportunities and break down any reputation challenges.
7. Vibrant, Accessible and Safe Town Centre
- Reinvigorate the town centre and create an evening economy by identifying opportunities for future investments. Provide new residential, community and employment opportunities.
 - Develop the town centre so it is accessible to all, including people and communities from a range of diverse backgrounds, fostering community cohesion and celebrating diversity.
 - Make the Town Centre feel safer using creative changes.
8. Cultural and Leisure Offer
- Develop Hemel Hempstead's cultural offer through new spaces and activities and connect to neighbouring towns.
 - Maximise the market offer in Hemel Hempstead and boost spaces for smaller and independent businesses, generating creative uses of vacant premises.
 - Connect the parks, river and canal to the town centre offer, allowing people to spend leisure time close to nature and nurture their health and wellbeing.

Delivery of the Town Centre Opportunity Area

- 2.40** Strategic Policy HGC3 - Town Centre Opportunity Area draws upon the vision for Hemel Garden Communities, the town centre vision and its accompanying aims and the wider vision for Hemel Garden Community.
- 2.41** The loss of a major retail anchor at the Riverside shopping centre in 2020 represented a blow to the vitality of a town centre already deeply under pressure from the economic impacts of COVID. Since then, the Council has explored a variety of opportunities for this site and agrees that it is unlikely that the large vacant unit will ever attract an equivalent tenant in the future. As a result of this, the Council considers the Riverside shopping centre to represent a significant new opportunity for redefining the future viability of the town centre. Redevelopment of this site will still deliver active retail uses at ground floor level, alongside other elements such as hotel provision. New residential development on upper floors will further optimise the use of land in this highly sustainable location.
- 2.42** Paradise is an old employment area on the edge of the town centre. In recent years, it has come under pressure for alternative uses such as residential. To respond appropriately to this, the Council produced the Paradise Design Code Supplementary Planning Document with the aim to better coordinate future developments. The Design Code seeks to transform Paradise into a gateway neighbourhood to the town centre for people to live, work, play and be active and this is supported by the new Local Plan.

- 2.43** The Council is working proactively with the West Essex Integrated Care Board to bring forward an Integrated Health Care Facility on Market Square. This brings a number of benefits with it including:
- Consolidating healthcare provision in a modern purpose-built facility that is both central and accessible;
 - Increase footfall to the town centre, supporting economic recovery and local businesses; and
 - Bringing under-utilised land back into regular use.
- 2.44** When delivered, it will likely replace much of the remaining facilities on the existing hospital site on Hillfield Road, enabling that to come forward for other development, including new homes and a primary school to match future needs.
- 2.45** The old Civic Centre site will deliver new housing and other ancillary uses, fulfilling the completion of the regeneration of the northern end of the town centre.
- 2.46** We expect additional homes to be delivered through permitted development rights and in particular the gentle upward densification of existing units on the Marlowes for example. This has been the general trend since such flexibilities were introduced and we expect them to continue to come forward during the plan period.
- 2.47** The Local Plan has identified a number of regeneration proposals, which will deliver a wider mix of housing types, unlock infrastructure barriers such as new schools, provide a suite of sustainable transport interventions, enhanced health facilities and will redefine the extent of the core shopping area to address the overprovision of retail uses and encourage greater flexibility for others. This will in turn support inward investment to the area and potentially unlock further opportunities identified through the town centre vision.
- 2.48** The following policy sets an overarching approach for development proposals within the town centre opportunity area. To support this policy and provide greater detail about specific proposals in the Local Plan, the Council will update the Town Centre Masterplan SPD, to support the delivery of the placemaking vision for Hemel Town Centre. This will include a new design code for the area ensuring a comprehensive and coordinated approach to delivering transformation.

Strategic Policy HGC3 - Town Centre Opportunity Area

1. To realise the Town Centre Vision, all proposals in the Town Centre Opportunity Area must contribute to a coordinated process of town centre regeneration and renewal. Proposals are expected to contribute positively towards its role as a strategic town centre and principal retail, civic and cultural hub. To achieve this, applicants will be required to demonstrate how their proposals comply with the Town Centre Masterplan and/or Design Code Supplementary Planning Document, and the following criteria:
 - a. Ensure a mix of uses is provided including retail, cultural community and leisure uses to meet existing and predicted future needs and ensure that the centre's predominant civic, commercial and cultural role is maintained and enhanced.
 - b. Outside of the designated primary shopping area (ground floor level), supporting in principle proposals:
 - i. That widen the employment offer and enable delivery of flexible workspaces and places suitable for small businesses and cultural and creative industries; and
 - ii. For new or enhanced higher education and skills facilities.
 - c. A coordinated approach to building and streetscape design to complement the existing character and features of the area, and reinforce the distinctiveness and legibility of the Town Centre.
 - d. Demonstrate how safety and lighting have been considered throughout the design of public spaces and of new routes, to create an inclusive environment that can support an evening economy that is welcoming to all.

- e. Deliver and/or contribute towards integrated green and blue enhancements through street improvements, public realm improvements across the town centre and reduce the risk of flooding from all sources.
 - f. Demonstrate how they will facilitate enhancements to the fabric and setting of the natural and historic environment such as the Water Gardens and the River Gade, and promote their integration into the town-wide green network.
 - g. Contribute to enhancing and improving the public realm to make walking and cycling in, around and to the town centre significantly more accessible, safer and more attractive.
2. The area will deliver balanced communities though a mix of housing types, sizes and tenures, including affordable housing and housing for an older population on the following allocations and presented in further detail in **Chapter 12**:
- a. Hm02 - Civic Centre (around 200 homes)
 - b. Hm03 - Hemel Hempstead Hospital (around 450 homes)
 - c. Hm04 - Paradise (around 350 homes)
 - d. Hm06 - Riverside (around 500 homes)
3. Proposals will be expected to deliver and/or contribute proportionately towards the delivery of:
- a. Sustainable transport infrastructure and initiatives, in accordance with the Hemel Hempstead Sustainable Transport Study, to encourage travel behaviour to change, reduce vehicle dominance and support growth. These interventions will include:
 - i. New mobility hubs;
 - ii. Pedestrian and cycle prioritisation and safety measures including greater connectivity to the Nickey Line;
 - iii. Additional cycle provision;
 - iv. Delivery of bus priority measures; and
 - v. Lower speed limits.
 - b. New community facilities and social infrastructure including:
 - i. A new integrated health campus at Hm05: Market Square, which provides hospital and other specialist facilities that serve the wider needs of the town, and general practice facilities to meet the rising demand in the immediate area;
 - ii. A three form entry primary school offering early years provision, with associated playing fields;
 - iii. A childcare facility for 0-2 year olds;
 - iv. A new police station for the town, replacing existing provision; and
 - v. An upgraded ambulance station (unless a more suitable location can be identified elsewhere in the town).

Two Waters Opportunity Area

- 2.49** The Two Waters Opportunity Area is located to the south of Hemel Hempstead town centre. 'Two Waters' is an informal name given to an area comprising parts of Apsley and Corner Hall, Boxmoor, Kings Langley and Nash Mills.
- 2.50** There is a varied mix of land uses throughout the area, including: residential, light industrial, retail, office and community uses, together with a significant amount of open green space and waterways. This mix provides a range of facilities in close proximity to one another and encourages sustainable development by reducing the need to travel. The Moors, Grand Union Canal, River Bulbourne and River Gade provide valuable opportunities for recreation and biodiversity.
- 2.51** Two Waters has several well-established out of centre retail and employment uses and a strong industrial heritage. More recently, the area has been subject to an increasing number of proposals for higher density residential development.

- 2.52** There are significant opportunities to provide housing in sustainable locations adjacent to public transport; protect and enhance open space; revitalise redundant industrial land into residential communities; improve existing transport and infrastructure; and better connect and integrate distinct character areas.
- 2.53** In 2018 the Council produced the Two Waters Masterplan Guidance, to build on previous work undertaken, in order to manage growth and provide a flexible holistic strategy to guide development of the Two Waters area as a whole and of individual allocations. The masterplan was also produced to inform the Local Plan, with the intention that it is adopted as a Supplementary Planning Document.
- 2.54** In addition to this, in 2022, the Council undertook a characterisation assessment, followed by a consultation exercise, which focused on the design features, local landmarks and the character of the area, with the aim that this supports the production of updated guidance for the area, including a new design code.

Vision for the Two Waters Opportunity Area

- 2.55** The area represents the most sustainable location within the town given its proximity to public transport, retail and other facilities all of which are within easy walking distance. The area is located close to both rail and bus services delivering excellent connectivity allowing for easy movement without reliance on the private car. However, at present, industrial land, large retail units and strategic high-volume roads with national and regional highway connections, the A41 to the south and links to the M1 via the A414 to the north, dominate the key routes into the area. These detract attention from its character and deter walking and cycling movement through the car-led environment.
- 2.56** The existing Two Waters Masterplan guidance identified a number of drivers for change, including
- The significant amount of under-used brownfield land in the area;
 - The opportunities to provide much needed new homes, create employment, enhance community services and improve the environment through sustainable development;
 - The need to protect and enhance excellent green and blue infrastructure across the area, including in particular Box Moor Common and the river and canal corridors throughout; and
 - The opportunities to significantly enhance public transport and sustainable transport networks.
- 2.57** In response to this, the Council developed a vision for the area which sets the overall intent for the area and development within it for the next 15 years.

Two Waters Vision to 2041

The Two Waters opportunity area will become vibrant mixed use neighbourhoods with an attractive sustainable gateway for the town at Hemel Hempstead train station. People will be well connected through convenient walking and cycling routes, and much improved public transport opportunities linking Hemel Hempstead train station to the town centre, Maylands Business Park and other key destinations.

A new and improved Hemel Hempstead train station and public pedestrian concourse will be easily navigable and accessible to all users. The forecourt will include a high quality multi-transport interchange that provides consolidated car parking facilities and cycle parking.

The thriving commercial offer will include excellent opportunities for shopping, leisure and recreation.

The neighbourhoods will celebrate their impressive open spaces and waterways with better connections linking the spaces. Improved footpath and cycleway surfaces and signage will provide a healthy environment for communities and encourage their use and access to the wider countryside.

New development with supporting infrastructure will be of the highest design quality, with a scale and character that complements and integrates with existing neighbourhoods that respects and enhances its natural, cultural and built assets.

Objectives of the Two Waters Opportunity Area

- 2.58** The following objectives have been developed to achieve the vision and shape the policy and site specific guidance:
1. Create an Improved Hemel Hempstead Transport Interchange;
 - Create a new and improved transport hub at Hemel Hempstead train station, which maximises the use of sustainable transport modes and provides improved car parking facilities and cycle parking.
 2. Provide a Sustainable Mix of Land Uses;
 - Encourage viable and deliverable development with an appropriate mix of land uses, which avoids adverse impacts on the local transport networks.
 3. Provide Residential-led Mixed Use Development;
 - Increase and diversify housing development that supports diverse communities.
 4. Respect the Existing Character of Two Waters;
 - Ensure new development is attractive, well connected, planned and complements the character, design, mix of uses and scale of existing development in the local area.
 5. Create and Connect Destinations;
 - Develop a clear and legible sustainable movement network, which prioritises sustainable modes of travel, enhances the public realm and connects and creates new attractions.
 6. Open up and Enhance a Network of Natural Assets;
 - Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk.
 7. Enhance and Better Reveal Two Waters' Heritage, Landmarks and Green Spaces; and
 - Enhance and better reveal the existing and natural built environment, historic environment and landmarks to contribute to Two Waters' sense of place.
 8. Ensure Existing and New Development Work Together.
 - Guide the development of individual sites to integrate with existing and proposed development, and contribute to strategic improvements.

Delivery of the Two Waters Opportunity Area

- 2.59** The Two Waters opportunity area can be viewed as two constituent parts; the first being land around Hemel Hempstead Train Station, and the other is focused around Apsley Train Station.
- 2.60** East of the Hemel Hempstead Train Station, the National Grid/Gasworks site is a high-density residential development which, as of 2024, is currently subject to a live planning application. This development is expected to begin delivery early in the plan period.
- 2.61** Station Gateway, will come forward in a phased approach that minimises impacts to existing services. This will first regenerate the car park and station, unlocking the delivery of the residential elements of the site. Road access to the facility will be from London Road, which itself will be improved to increase capacity and movement flows. The redevelopment will include a significantly enhanced transport hub providing a more seamless transition for those walking, cycling or using buses and taxis to and from the station.
- 2.62** The redevelopment of Hemel Hempstead Train Station is a priority for the wider transformation of the town. Strategic transport improvements need to link to this destination to ensure transport modal share targets are met. This will be achieved through a new and improved network of routes and mobility hubs to better accommodate pedestrians, cycles and e-bikes - linking the station and the wider opportunity area to the town centre, the Maylands Business Park and beyond.

- 2.63** Towards the south of the area, Land at Shendish Manor and Fairfields (partly located within Kings Langley Parish) is likely to be developed to include residential, education, healthcare and community facilities early in the plan period. This site will also include condensed but enhanced golf facilities, and on site suitable alternative natural green space.
- 2.64** The early delivery of the facilities, particularly education, on the Shendish site will unlock brownfield regeneration opportunities identified across the Two Waters Opportunity area, including redevelopment of the National Grid Gasworks and the Hemel Hempstead Station Gateway in the short to medium term.
- 2.65** These facilities will also support the mixed-use redevelopment of the Apsley Mills Retail Park in the later stages of the plan period.
- 2.66** It is envisaged that there will be improved pedestrian access to Apsley Train Station from the Shendish site in place along with the enhanced station plaza. There is an aspiration for a new direct pedestrian/cycle route to be delivered from the Shendish site allocation to Apsley Train Station, to improve access from this site and adjoining residential properties, reducing the pressure associated with the current entrance via the London Road. If a new pedestrian/cycle access cannot be achieved from the Shendish site to Apsley Train Station, more significant improvements to the existing footbridge over the West Coast main line will be required.
- 2.67** The area will support higher density development in keeping with its location in one of the most sustainable parts of the Borough. With this, 2,000 homes will be provided through a mixture of brownfield regeneration sites and on land at Shendish Manor to create a vibrant residential-led mixed-use area providing an attractive gateway for Hemel Hempstead. Existing key employment land will be retained with the aim to deliver new business units that are both modern and attractive to the post COVID market.
- 2.68** Alongside the sites identified in the Local Plan, the retail and employment uses to the north of the opportunity area have been previously identified as appropriate for mixed use regeneration in previous studies. These are unallocated, and proposals are anticipated to come forward as windfall, as redevelopment opportunities arise.
- 2.69** The following policy sets an overarching approach for development proposals within the Two Waters opportunity area. To support this policy and provide greater detail about specific proposals in the Local Plan, the Council will update the Two Waters Masterplan Guidance and adopt this as an SPD, this will include a new design code for the area ensuring a comprehensive and coordinated approach to delivering transformation.

Strategic Policy HGC4 - Two Waters Opportunity Area

1. To realise the Two Waters Vision, all proposals in the Two Waters Opportunity Area must contribute to a coordinated process of redevelopment that responds positively to the local context, improving the area as a residential neighbourhood and a well-functioning district centre for services, businesses and employment. To achieve this, applicants will be required to demonstrate how their proposals comply with Supplementary Planning Documents supporting the Two Waters Opportunity Area, and contribute towards the following criteria:
 - a. Focus activities such as retail, business, leisure and community uses where they are most accessible; such as the stations, Apsley district centre and key routes and spaces within the wider area.
 - b. Consider the relocation of commercial and retail uses elsewhere in the town centre when these are being redeveloped for residential.
 - c. Create active frontages wherever possible, particularly for waterside development and along routes to the stations. These should include retail, restaurants, leisure and community uses at ground floor and entrances to offices and residential properties.

- d. Development design will respect the heritage significance of assets, including nationally and locally listed buildings, and help to enhance and better reveal their significance.
 - e. Demonstrate how they will facilitate enhancements to the fabric and setting of the historic environment and green and blue features such as the Moors, Grand Union Canal and the River Gade and other key assets, and how they will promote their integration into the town-wide green network.
 - f. Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk.
 - g. Facilitate the delivery of mode shift targets within the Hemel Garden Communities programme area by creating greater connectivity to the Town Centre, Grand Union canal routes and train stations, and encourage take-up of active travel routes.
 - h. Deliver and/or contribute towards coordinated green and blue enhancements through street improvements and public realm improvements across the area, with particular attention to reducing flood risk.
 - i. Contribute to enhancing and improving the public realm to make walking and cycling in, around and to the Two Waters area significantly more accessible, safer and more attractive.
2. The area will deliver balanced communities through a mix of housing types, sizes and tenures, including affordable housing and housing for an older population on the following allocations and presented in further detail in Chapter 12:
- a. Hm07 - Symbio Site, Whiteleaf Road (around 100 homes)
 - b. Hm08 - Hemel Hempstead Station Gateway (around 390 homes)
 - c. Hm09 - National Grid and 339-353 London Road (around 480 homes)
 - d. Hm10 - Apsley Mills Retail Park (around 500 homes)
 - e. Hm11 - Land at Shendish Manor and Fairfields (around 500 homes)
3. Where relevant, proposals will be expected to deliver or support the delivery of
- a. Sustainable transport infrastructure and initiatives, in accordance with the Hemel Hempstead Sustainable Transport Study, to encourage travel behaviour to change, reduce vehicle dominance and support growth. These interventions include:
 - i. Mobility hubs;
 - ii. New bike hire scheme with e-bike docking hubs;
 - iii. New cycle links on key routes;
 - iv. Bus filter on Station Road; and
 - v. Revisions to parking standards.
 - b. New community facilities and social infrastructure including:
 - i. A new two form entry primary school;
 - ii. Health centre; and
 - iii. An enhanced public realm experience along the Grand Union Canal.

Maylands Opportunity Area

2.70 Maylands Business Park, is the main employment site in the town and Borough. It is also the largest in the County and of great sub-regional importance, home to a large number of local, national and international businesses including Buncefield Oil Terminal. Situated on the eastern side of the town, next to M1 Junction 8, it is home to some 700 businesses providing around 20,000 jobs in a wide range of office, industrial and warehousing uses. Maylands is undergoing significant development and renewal. As part of this, much of the existing office stock is becoming dated and new development proposals are seeing a preference for alternative employment uses.

- 2.71** Maylands was created as an industrial zone for Hemel Hempstead New Town from its inception with the goal of ensuring it did not become a dormitory town. Since the Buncefield Explosion of 2005, the Estate's focus moved from factories towards a more rounded business and innovation park. The next stage of this evolutionary process has seen – in part as a result of the Estate's proximity to the strategic road network – it become a very desirable location for industrial and in particular distribution uses.
- 2.72** A central element of the strategy for Maylands is to expand and integrate the existing Maylands area and its businesses with the new business park at Herts IQ. East of Hemel Hempstead Growth Area, within St Albans district, will provide substantial new floorspace to meet much of Dacorum's strategic employment needs, as well as the improvements to the local highway network and Junction 8 of the M1.
- 2.73** Within Maylands, the strategy is to focus on regenerating employment land to create an attractive environment to draw in new employers, organisations and HQ offices. The new and emerging residential neighbourhood at Spencer's Park will be met with other residential opportunities in select locations in the area, including the Heart of Maylands, which is a designated local centre and will experience further high density mixed use and residential development.

Vision for the Maylands Opportunity Area

Maylands Vision to 2041

Over the next 15 years, Maylands will:

- Grow and evolve to become a seamlessly integrated part of Hemel Garden Communities both physically and functionally.
- Compete not just on its size and strategic location but in terms of its quality as a business location.
- Build on momentum established by short term development opportunities to build business cases for funding for infrastructure investment and enhancements to the quality of the environment.
- Broaden its economic base to include a wider and more aspirational range of economic activities and by exploiting new sustainable technologies and clean growth, thus driving the economy of South West Hertfordshire.
- Encompass more sustainable and effective approaches for the movement of people and goods.
- Make effective use of available land and successfully repurpose buildings reaching the end of their economic lives.

Objectives of the Maylands Opportunity Area

- 2.74** The following objectives have been developed to achieve the vision and shape the policy and site-specific guidance:
1. Create a sustainable business area through encouraging sustainable forms of development, energy production and business practices.
 2. Provide accessible places of work (high quality public transport, ease of movement in and around Maylands).
 3. Development of high-quality accommodation for technology related and other businesses.
 4. Improved environment including creation of open spaces, landscaping, improved public realm and safety and security measure.
 5. Provide opportunities for a range of facilities (shops, cafes, conferences etc) to support businesses.
 6. Have a robust, comprehensive and functional delivery plan.
 7. Provide a distinct identity for different parts of Maylands being attractive to a range of business types.
 8. Flexible to respond to uncertainties and changes.

Delivery of the Maylands Opportunity Area

- 2.75** For such a large and complex study area with no single entity controlling the levers that influence delivery, it is inevitable that the implementation of the masterplan will take place through a variety of approaches according to site-specific factors such as land ownership and approaches taken to address scheme viability. Generally, we expect the following approaches to be taken:
- Sites where policy-compliant development is currently viable – these will typically be taken forward by the private sector, with development meeting planning policy objectives and providing landowners and developers with sufficient returns to justify them taking on development risk.
 - Sites where policy compliant development is currently unviable – routes to delivery here are likely to fall under the following categories:
 - Negotiation between developers and the Local Planning Authority around planning policies to achieve a sufficiently viable scheme. Public sector intervention takes place to assist in addressing viability gaps – further detail on this point is set out later in this section.
 - Delivery happens at a later stage in the overall phasing for Maylands, for example: when market conditions have improved to assist scheme viability; When the beneficial effects of earlier phases of development, infrastructure investment and enhancements to the quality of the area have established momentum and confidence in the area.
- 2.76** The Maylands masterplan sets out a number of 'Immediate Opportunities', which are identified sites that have the potential to be delivered over the next five years. In principle, these sites are suited to market sectors where there is current demand and have limited barriers to development and would not require investment in strategic infrastructure.
- 2.77** These short term sites should be accompanied by pilot projects elsewhere on Maylands to test more ambitious concepts that can help to build confidence in the area towards the more aspirational aspects of the Vision. These pilot projects could be led by project champions including The Crown Estate, Herts IQ and others to work with partners such as Rothamsted to offer opportunities to expand their facilities at Maylands, or to develop new business space for small and medium enterprises.
- 2.78** Other opportunity sites could come forward in the longer term where barriers for development are overcome or are potentially better suited to achieve the Vision. The most likely location for occupiers in the more aspirational economic sectors in the future is the southern portion of the Crown Estate's land (due to its scale, visibility and proximity to the strategic road network.
- 2.79** To support longer term success, the design code and infrastructure interventions recommended in this masterplan should be deployed to ensure that the quality of such development is of a standard that will help pave the way for economically sustainable success and a rising profile for Maylands as a higher quality location for business in the longer term.
- 2.80** In addition, developers delivering new development at Maylands will be expected to contribute planning obligations towards the funding of associated infrastructure

Strategic Policy HGC5 - Maylands Opportunity Area

1. To realise the Maylands Vision, all proposals in the Maylands Opportunity Area must contribute to securing its position as a key employment centre for the wider South West Herts area and home to an emerging green economy cluster of sub-regional significance in Herts IQ, as well as one of Hemel Hempstead's constituent neighbourhoods. To achieve this, applicants will be required to demonstrate how their proposals comply with Supplementary Planning Documents supporting the Town Centre, and contribute towards the following criteria:

- a. Contribute to delivering a mix of appropriate high quality employment uses, and other uses which support and strengthen the economic function of the GEA, including retail and community spaces, in order to diversify the Maylands area and improve resilience, whilst ensuring that the area's role as a regionally important employment centre is maintained and enhanced.
 - b. Maximise integration of Maylands with the Herts IQ Enterprise Zone to the East of Maylands, the delivery of a new multi modal transport interchange and a new sustainable transport corridor.
 - c. Deliver best practice in the layout and design of commercial development, having particular regard to the importance of building appearance, landscaping and streetscape and following the principles of the Strategic Design Guide Employment Uses Guidance.
 - d. Contribute to enhancing and improving the public realm and wayfinding through Maylands business park and to improve the identity of the estate.
 - e. Facilitate the delivery of mode shift targets within the Hemel Garden Communities programme area by creating greater connectivity to the town centre, Nickey Line and train stations, and encourage take-up of active travel routes across and around the Maylands business park.
 - f. Facilitate the delivery of improved public realm and new public spaces within the Heart of Maylands, and key gateway locations at Maylands Wood, the Nickey Line and on Green Lane.
 - g. Deliver and/or contribute towards coordinated new green amenity spaces, including a linear park along Green Lane.
 - h. Preserve and enhance strategic and local green corridors, including retention, enhancement and utilisation of natural features and mature trees, incorporation of spaces for sustainable drainage including rain gardens and permeable paving to reduce surface water infiltration and water pollution where possible.
 - i. Contribute to enhancing and improving the public realm to make walking and cycling in, around and to Maylands significantly more accessible, safer and more attractive.
2. Where relevant, proposals will be expected to deliver or support the delivery of sustainable transport infrastructure and initiatives, in accordance with the Hemel Hempstead Sustainable Transport Study, to encourage travel behaviour to change, reduce vehicle dominance and support growth. These interventions will include:
- a. New mobility hubs;
 - b. Pedestrian and cycle safety and prioritisation measures;
 - c. Additional cycle provision;
 - d. Delivery of bus priority measures; and
 - e. Lower speed limits.

Chapter 3. Housing

Delivering the Housing Strategy

- 3.1** A key objective of the Plan is to deliver balanced, mixed and inclusive communities. This will be achieved through a mix of dwelling sizes, tenures and types including provision for an ageing population, custom and self build, and delivering a significant increase in genuinely affordable housing across the borough. We want to ensure that Dacorum's communities have genuine access to a wide range and high quality of homes and other specialist forms of accommodation by planning for a sufficient quantity, quality and type of housing in new schemes.
- 3.2** The National Planning Policy Framework (NPPF) alongside the Planning Practice Guidance (PPG) provide guidance on a wide range of housing matters and how these should be addressed through policies in the Plan. These include:
- setting out an overall strategy and making provision for housing (including affordable housing) (National Planning Policy Framework - paragraph 20);
 - providing a clear strategy to address objectively assessed needs over the plan period (National Planning Policy Framework - paragraph 23);
 - meeting as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local people (National Planning Policy Framework - paragraph 60);
 - assessing and reflecting in planning policies the size, type and tenure of housing needed for different groups in the community including those who require affordable housing, families with children, older people (including those who require retirement housing, housing-with-care and care homes), people with disabilities, travellers, people who rent their homes and people wishing to commission or build their own homes (National Planning Policy Framework - paragraph 63);
 - identifying a sufficient supply and mix of sites (National Planning Policy Framework - paragraph 69);
 - supporting the development of exception sites for community-led development on sites not suitable as rural exception sites and not already allocated for housing (National Planning Policy Framework - paragraph 73); and
 - being responsive in the countryside to housing that reflects local needs such as proposals for community-led development, rural exception sites and housing for rural workers (National Planning Policy Framework - paragraphs 82 and 84).
- 3.3** The Local Plan sets out strategic policies that are consistent with national policy. These have been informed by the key evidence studies as follows:
- South West Hertfordshire Local Housing Needs Assessment (March 2024);
 - Self and Custom Housebuilding Study Technical Report (April 2024);
 - Gypsy and Traveller Accommodation Assessment (September 2024);
 - Dacorum Borough Council Site Assessment Study (October 2024); and
 - DBC - Nationally Described Space Standards Review (July 2024).
- 3.4** The Local Plan sets out a range of housing policies in order to deliver the Borough Vision and key strategic objectives. **Strategic Policy H1** sets a strategy that meets the standard method figure of 1,016 dwellings per annum in full through a mixture of site allocations, commitments and a windfall allowance.

Strategic Policy H1 - Delivering the Housing Strategy

1. The Plan will deliver at least 15,332 net additional homes across the Borough between 2026 and 2041. Housing growth will be proportionate to the spatial strategy as follows:

Table 1 Net additional homes by location 2026-2041

| Location | Allocations | Commitments / Windfall | Total Homes |
|-------------------------------------------------------------------------|-------------|------------------------|-------------|
| Main Settlements | | | |
| Hemel Hempstead | 6,674 | 1,642 / 2,385 | 10,701 |
| Berkhamsted | 975 | 37 / 302 | 1,314 |
| Tring | 2,050 | 40 / 201 | 2,291 |
| Bovingdon | 217 | 1 / 31 | 249 |
| Kings Langley | 0 | 143 / 67 | 210 |
| Markyate | 150 | 2 / 31 | 183 |
| Other Locations | | | |
| Identified Small Villages, and Other Small Villages and the Countryside | 0 | 48 / 336 | 384 |

2. The new homes will be delivered against an annual supply requirement of 1,016 dwellings per annum.

Table 2 Local Plan housing trajectory 2026-2041

| Year | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|-------|------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|-------|------|------|
| Total | 864 | 1,178 | 1,168 | 1,412 | 1,394 | 1,031 | 880 | 855 | 800 | 840 | 990 | 1,060 | 1,030 | 990 | 840 |

3. The principle of housing development will be supported in accordance with **Strategic Policy SA1 - Allocated Sites**; relevant site allocations presented in **Chapter 12**; within the built-up area of the six main settlements as defined by the settlement boundaries; and through limited infill schemes within the listed small villages in accordance with the criteria set out in **Strategic Policy SS1 - Spatial Strategy for Growth**, unless the development is on land allocated for an alternative use in the Local Plan or through a Neighbourhood Plan.
4. In other small villages and the countryside, the principle of housing development will be considered on a case-by-case basis having regard to national policy and other relevant local policies in this Plan.

Mix of Housing

- 3.5** The National Planning Policy Framework seeks to ensure that new housing development delivers an appropriate range of homes and specialist accommodation to meet the needs of the local community. Our engagement with the public and other bodies has underlined the importance of this approach, particularly in securing more affordable homes and in terms of meeting the needs of an ageing population.
- 3.6** The South West Hertfordshire Local Housing Needs Assessment 2024 (LHNA) provides us with a clearer understanding of what those needs are and their projected change over the plan period. This has helped us identify the broad range and level of housing mix we should plan for. We may vary these requirements where we are fully satisfied that specific site circumstances or information justifies a more flexible approach.
- 3.7** The Local Plan will secure a housing mix for the borough based on the most up to date evidence at the time. The LHNA seeks the following mix which will be used for monitoring purposes:

Table 3 Housing Mix for the Borough

| | Open Market Housing | Affordable home ownership | Affordable Housing (rented) | |
|-------------|---------------------|---------------------------|-----------------------------|---------------|
| | | | General Needs | Older Persons |
| 1 bedroom | 5% | 20% | 20% | 50% |
| 2 bedrooms | 20% | 40% | 30% | 50% |
| 3 bedrooms | 45% | 30% | 35% | |
| 4+ bedrooms | 30% | 10% | 15% | |

Planning for an Older Population

- 3.8 Our evidence has also identified the need for different forms of accommodation as the care and support needs of older people and their ability to live independently changes over their lifetime. There are many forms of such accommodation and whether they are defined as residential institutions (Class C2) or dwellinghouses (Class C3) within the Use Classes Order can be subject to interpretation.
- 3.9 Given the scale of demand for different forms of housing that the LHNA has highlighted over the plan period, including for specialist care and support, the Plan identifies a number of opportunities for such accommodation on larger allocations that are of a sufficient size to deliver a wider mix of housing (see the site allocations in Chapter 12). Furthermore, the Plan supports all sources of specialist housing for older people coming forward in appropriate locations across the borough.

Nationally Described Space Standards

- 3.10 All new homes need to be built to an adequate space standard. We have undertaken a review of new development as measured against the Government's optional internal space standards. We are satisfied that the evidence points to the need for us to apply these minimum standards, and that their use will not undermine the viability and deliverability of development.

Strategic Policy H2 - Mix of Housing

1. All developments are required to provide a mix of housing types and sizes as guided by the latest Local Housing Needs Assessment, local housing needs surveys, housing registers, market intelligence and viability. The type of mix will depend on the scale and location of the development, and who it is designed to serve. In particular:
 - a. In highly accessible urban locations, flatbed development is expected to deliver a greater proportion of one and two bedroom properties.
 - b. Greenfield allocations are expected to accommodate a wide mix of housing types and tenures commensurate with their greater potential to create and sustain inclusive mixed communities.
 - c. In villages and the countryside, support will be given to schemes that meet an identified local housing need and mix.
2. All new homes are expected to comply with the Nationally Described Space Standards for minimum internal space requirements.

Affordable Housing

- 3.11 A key priority of the housing strategy is to ensure sufficient affordable homes are delivered over the Plan period to meet identified housing need. However, this is not just about quantity, as delivering the right type of housing is of equal importance. Affordable housing is mainly provided through requiring developers to include this on-site within their general market housing development as a part of a planning permission. In Dacorum's case, we have also been directly involved in delivering affordable

housing as part of our New Build housing programme. Occasionally, rural housing schemes are delivered as an exception to normal policy (see Policy H7 - Exception Sites). Furthermore, in a limited number of circumstances we allow a financial contribution towards affordable homes instead of on-site provision.

- 3.12** The South West Hertfordshire Local Housing Needs Assessment 2024 (LHNA) is our main evidence base underpinning Strategic Policy H3 - Affordable Housing. The evidence demonstrates that affordable housing need across this area is considerable. The study also recognises that there is effectively a trade-off between delivering more affordable homes to buy or delivering fewer affordable homes to rent, but the latter should be given priority as it makes provision for those that are more in need.
- 3.13** The Council wants to ensure that any affordable housing for rent is genuinely affordable for those in need. The Local Housing Needs Assessment has analysed the costs of different types of affordable housing in terms of what is genuinely affordable in the local context. It suggests that rental costs at 60% of market values (inclusive of service charges) would be a sensible starting point and this is further supported by the Viability Study for the Local Plan. We will therefore seek genuinely affordable housing for rent where applicable.
- 3.14** Further, detailed guidance on the application of this policy will be provided in an Affordable Housing Supplementary Planning Document.

Strategic Policy H3 - Affordable Housing

Thresholds

1. The Council will expect an element of affordable housing on:
 - a. All major developments (i.e. sites for 10 or more homes; or with a site area of 0.5 hectares or more; or if the proposed floorspace is 1,000 sq. metres or more); and
 - b. Developments for 6-9 homes in the Chilterns National Landscape.
2. On specialist housing schemes for older people, these thresholds will apply except in the case of residential care homes and nursing homes.
3. Where a development falls below these thresholds, but is clearly part of a potentially larger site that will be above the thresholds, affordable housing will be required on a pro-rata basis.

Percentage

4. The percentage of affordable homes on qualifying sites should be at least:
 - a. 25% of the total number of homes on flat development in Hemel Hempstead; or
 - b. 40% of the total number of homes on all other sites in the borough.

Split

5. 70% of the affordable housing should be for rent and 30% for affordable home ownership, unless the scheme is entirely for affordable housing for rent, and having regard to the following:
 - a. **Affordable housing for rent** includes homes for social and affordable rent, and affordable private rent on build to rent schemes. Affordable rent should be genuinely affordable, with rents at around 60% of median market values (including service charges).
 - b. **Affordable home ownership** includes shared ownership and First Homes. A broad mix of shared ownership housing (generally two and three bedroom houses) and First Homes (generally flats) should be provided. Other types of affordable home ownership, such as rent to buy and discounted sales market housing, will be considered on a case-by-case basis having regard to the particular merits of each scheme.

Off-site affordable housing provision or financial contribution

6. Affordable housing should be provided on-site apart from in exceptional circumstances when agreed by the Council and subject to the applicant providing full justification for any off-site provision or financial contributions. Such circumstances may include retirement housing and extra care schemes.

Local connection criteria

7. The affordable housing should be allocated in accordance with the Council's 'Local Connection Policy for Other Affordable Housing' document, except homes for social and affordable rent (which is allocated via the Council's Housing Register). This will be secured by planning obligation.

Design

8. The affordable homes should be designed so as to be fully integrated into the open market housing on a tenure blind basis. On larger developments, such provision should be clustered across the development in groups not normally exceeding 20 dwellings.

Viability

9. A viability assessment will be required if agreement cannot be reached with the Council on the affordable housing percentage, rent levels and tenure mix. Any such assessment will need to:
 - a. Fully accord with planning practice guidance on viability and follow an 'open book' approach; and
 - b. Be based upon and refer back to the viability assessment that informed the Plan and provide evidence on which assumptions within the Plan's viability assessment have changed.

Review Mechanisms

10. If a reduced contribution to affordable housing than that which is required by the Plan is proposed and justified on viability grounds, the Council will, where it considers appropriate, require a viability review mechanism to be secured.
11. The viability review mechanism will specify a trigger point or points for undertaking viability review which will reflect:
 - a. A late stage review which should be undertaken prior to the sale or lease of 75% of market homes, or a period agreed by the Council; and
 - b. For large-scale phased development, an additional mid-stage review prior to the implementation of the second half or later phase/s of the development.
12. Based on the outcome of the review/s of viability, the Council will seek to recover in full or in part any affordable housing contributions that would otherwise have been secured under this policy.
13. In the case of a late stage review, the contribution will be by payment in lieu, unless otherwise agreed. Should an additional mid-stage review be agreed, the Council will seek any additional affordable housing provision on-site unless it is satisfactorily demonstrated to be impractical.

Custom and Self Build Housing

- 3.15** The Self and Custom Housebuilding Study Technical Report (April 2024) identified a supply of 37 custom and self build homes per year for the period 2016 to 2023, whilst the annual demand for such housing was estimated at over 80 homes from 2023 onwards. Therefore, we consider that a proportion of custom and self-build housing on larger housing sites is justified to boost the overall supply. Strategic Policy H4 - Custom and Self Build Housing ensures that we achieve a broad balance between the supply of and demand for this type of housing on appropriate sites.
- 3.16** We will encourage this form of housing across all site sizes providing they do not involve 100% flats or conversions, although in reality it is the larger schemes that have the potential to deliver more of these types of homes. Currently the supply of custom and self-build homes is predominantly from small housing plots.

Strategic Policy H4 - Custom and Self Build Housing

1. The Council will support the principle of custom and self-build housing on suitable sites of all sizes (excluding those schemes involving 100% flats or conversions or 100% affordable housing).
2. On housing developments with 40 or more new houses, 5% of the house plots should be made available on site as serviced building plots to enable the delivery of self and custom build properties. Any contribution will take account of the viability and feasibility of provision given the form of the development and characteristics of the site.
3. Proposals will be controlled by the following means:
 - a. Developments of 10 or more custom and self-build dwellings in a single site location will be required to be developed in accordance with an agreed design code; and
 - b. Developers will be required to enter into a section 106 agreement covering:
 - i. Timescales and phasing of serviced plots delivery;
 - ii. Appropriate marketing of these plots to self and custom builders; and
 - iii. Length of time after which unsold plots will be returned to the developer.

The Travelling Community

- 3.17** The borough accommodates a small but diverse range of travelling communities including:
- Gypsies and Travellers;
 - travelling showpeople; and
 - people living in boats on the Grand Union Canal.
- 3.18** Their needs can be met by retaining existing accommodation and, where fully justified, by providing new sites in appropriate locations. The majority of existing accommodation is found in the open countryside where restrictive planning policies on new development and the use of land apply. This often makes it difficult to bring forward sites in the first place, and to subsequently find and secure suitable alternative locations.
- 3.19** Currently there are two authorised Traveller sites in Dacorum, both managed by Hertfordshire County Council:
- Three Cherry Trees Lane, Hemel Hempstead (30 pitches); and
 - Cheddington Lane, Long Marston (6 pitches).
- 3.20** As with the settled population, national planning policy expects the Council to assess and plan for the future requirements of the travelling community. The Gypsy and Traveller (including travelling showpeople, and caravan and houseboat dweller) accommodation assessment (September 2024) (GTAA) has helped us understand the future needs of this group over the period 2024 to 2041.
- 3.21** The study shows that there is a requirement for a new yard for travelling showpeople, but no identified need for permanent residential moorings for canal boats. As the need for the showpeople yard is too small to justify a specific allocation, this can best be secured through an appropriate windfall planning application that we will test against suitable criteria within Strategic Policy H5 - The Travelling Community alongside other relevant policies in this Plan.
- 3.22** The GTAA also identifies the need for additional pitches to address natural growth for both those that meet, or may meet, the national planning definition of a Traveller (34 pitches) and those that do not (37 pitches):

Table 4 Need for Gypsy and Traveller households in Dacorum

| G&T - ORS | GTAA | | | | HMA | | | | TOTAL |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|-------|
| | 2024-28 | 2029-33 | 2034-38 | 2039-41 | 2024-28 | 2029-33 | 2034-38 | 2039-41 | |
| Travelling % | | | | | | | | | |
| Meet Definition | 20 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 34 |
| Not Meet Definition | 0 | 0 | 0 | 0 | 28 | 3 | 4 | 2 | 37 |
| TOTAL | 20 | 6 | 4 | 4 | 28 | 3 | 4 | 2 | 71 |

- 3.23** The GTAA advises that only the need from those households who meet the planning definition and from those undetermined households (i.e. households whose status is unknown) who can subsequently demonstrate that they meet it, should be identified as need. Our view is that we should only formally plan for those households that currently meet the definition (20 pitches).
- 3.24** However, we do not believe it is appropriate to address the needs of the undetermined households (14 pitches) as it is inherently uncertain as to how many may eventually fall under the definition. Therefore, it would be inappropriate to expect the Plan to directly provide for needs that have not been established to exist. We consider their needs are best addressed through a criteria based policy as and when they come forward.
- 3.25** The need for those Travellers who meet the definition is currently partially met as part of existing housing-led commitments at West Hemel Hempstead and Marchmont Farm which already set land aside for 7 and 5 pitches, respectively. These sites will ensure that we are able to satisfy a 5-year supply of pitches. However, more pitches are required to meet the need in full. Therefore, we have identified an additional site within the larger housing allocation at North Hemel for 8 pitches. This will be close to existing and newly emerging services and facilities, and is better placed to meet the needs arising locally from the Three Cherry Trees Lane site.
- 3.26** There are 37 remaining pitches from households not meeting the definition. The NPPF sees their needs being met as part of the general housing supply.
- 3.27** We are mindful that the Human Rights Act 1998 and the Equalities Act 2010 protect their cultural choice to live in mobile accommodation. Therefore, Strategic Policy H5- the Travelling Community provides a criteria-based approach against which we can assess opportunities for culturally suitable housing associated with undetermined households, any windfall applications, and any future need arising from bricks and mortar households.
- 3.28** Given that the GTAA has not identified the requirement for transit sites, as there is little evidence of travelling through Dacorum, we have not planned for such a facility at the current time.
- 3.29** New pitches will provide a more settled base for Gypsies and Travellers, giving them better access to health and education services, and employment. However, it is important to ensure that development is located in the most appropriate locations to minimise their impacts, and that adequate on-site facilities are provided. Government policy makes clear that Traveller sites are inappropriate development in the Green Belt.
- 3.30** We consider that new sites should be small in scale (up to 15 pitches) as this makes them easier to plan for, manage, assimilate into an area, and integrate with the settled community.
- 3.31** Policy NE8 - Canalside Environment provides policy on developments affecting the Grand Union Canal.

Strategic Policy H5 - The Travelling Community

Existing Accommodation



1. Existing Traveller pitches, showperson plots and mooring basins (both residential and visitor components) will be safeguarded from alternative development unless:
 - a. A satisfactory replacement is provided; or
 - b. There is robust evidence to demonstrate that there is no further need for the facility.
2. The target for new pitches for Gypsy and Travellers will be set according to the most recent Gypsy and Traveller Needs Assessment.

Committed and Allocated-Travellers Sites

3. The target for new pitches for Gypsy and Travellers who meet the planning definition will be met through the provision and management of permanent new sites in the following locations:

Table 5 Allocated and Committed Sites for Gypsies and Travellers

| Settlement | Location | No. of pitches |
|-----------------|----------------------------------------|----------------|
| Hemel Hempstead | West of Hemel Hempstead | 7 |
| Hemel Hempstead | Hm14 Marchmont Farm | 5 |
| Hemel Hempstead | Hm01 North Hemel Hempstead Growth Area | 8 |

New Traveller Sites

4. New permanent or temporary sites will be supported where they are:
 - a. Justified taking into account existing local provision, the availability of alternative sites and the need for that provision;
 - b. Distributed in a dispersed pattern around settlements;
 - c. Located close to local services and facilities;
 - d. Not in excess of 15 pitches, and
 - e. Designed to:
 - i. Avoid unacceptable adverse impact on the amenity of neighbouring land users;
 - ii. Provide safe and convenient access, particularly for pedestrians, to facilities and to the local/strategic highway network;
 - iii. Ensure landscaping or other physical features provide an appropriate setting and relationship to existing residential areas;
 - iv. Allow for suitable arrangements for drainage, refuse collection, sanitation and access to utilities; and
 - v. Secure pitches of a sufficient size to accommodate trailers/caravans, parking, and storage and amenity space for the needs of the occupants.

Travelling Showpeople Yards

5. Extension to or new Showpeople yards will be assessed against the criteria for new traveller sites set out in 4. above.

Accessible and Adaptable Homes

- 3.32** Older people and people with disabilities should be able to live independently as long as possible in their own homes. Adaptable and accessible homes allow occupants to meet their changing needs over time. Such homes have the wider benefit of being suitable for any occupant, regardless of whether

or not they have a disability at the time of initial occupation. Furthermore, it is more practical and cost-effective if compliant homes are readily usable at the point of completion rather than to try to retro fit such measures at a later stage.

3.33 The South West Herts Local Housing Needs Assessment points to a projected increase in a range of disabilities and an ageing population over the Plan period. It provides evidence for the growing demand for such housing built to various national technical standards set out in the "Housing: Optional technical standards" and "Housing for older and disabled people" Planning Practice Guidance. These comprise of the following standards:

- M4(1) Category 1: Visitable dwellings(the minimum standard that applies where no planning condition is given unless a plan sets a higher minimum requirement);
- M4(2) Category 2: Accessible and adaptable dwellings;
- M4(3) Category 3: Wheelchair user dwellings.

3.34 The M4(3) category can be further divided between: M4(3)(2)(a) which is designed to require only simple adaptation and M4(3)(2)(b) that is ready for wheelchair use on completion.

3.35 In the case of M4(2) housing, all new homes should be compliant, except where this is not possible for viability or other reasons such as built form, topography and flooding. In addition, the "Housing: Optional technical standards" Planning Practice Guidance states that a policy requiring wheelchair accessible (M4(3)) homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.

Policy H6 - Accessible and Adaptable Homes

1. In order to ensure new homes are readily accessible and adaptable to meet the changing lifetime needs of occupants, and to support independent living, the Council will require that a proportion of new housing is designed to be accessible and adaptable, as stated in the table below. This will take into account overall scheme viability and site-specific factors such as vulnerability to flooding, site topography and other circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings.

Table 6 Accessible Homes

| Housing category under the Building Regulations | Housing Type | Tenure | Percentage to be included in housing developments |
|-------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------|
| M4(1) | visitble dwellings | All | 100% |
| M4(2) | accessible and adaptable dwellings | Social rented | 100% |
| | | Other tenures | 100% |
| M4(3)(2)(a) | wheelchair user adaptable dwellings | All | 5% |
| M4(3)(2)(b) | wheelchair user accessible dwellings | Where the Council is responsible for allocating or nominating a person to live in that dwelling. | 10% |

2. Where possible, M4(2) and M4(3) housing should be located close to good public transport, local amenities, health services and town, district or local centres.

Exception Sites

- 3.36** The Government is keen to encourage a range of housing exception sites on land not already allocated for housing, including rural, First Homes, and community-led development⁽²⁾ exception sites. These are seen as opportunities to bring forward additional affordable housing for rent and for homeownership to meet identified local needs.
- 3.37** The Council supports the development of affordable new homes in the Borough's villages to enable people who are in housing need to remain in their local area. This in turn will help support the viability of rural services and amenities. Development opportunities will largely be on sites within and adjacent to the small villages listed in Strategic Policy SS1 - Spatial Strategy for Growth. Where development is appropriately located and designed, villages are normally able to absorb modest scaled, well-planned schemes without significant harm to their character or the setting of the countryside.
- 3.38** All schemes must clearly demonstrate to the satisfaction of the Council how they meet identified local affordable housing needs including against our Housing Register and other available up-to-date locally generated housing needs assessments. We will normally anticipate rural exception schemes to be for 100% affordable homes. However, we would support the inclusion of some market housing on these sites where they would help to facilitate this (NPPF (paragraph 82)). Where applicants are considering such an approach, we will expect this to be fully evidenced.
- 3.39** The normal expectation is that housing permitted as an exception to normal countryside policies continues to remains 'affordable' in perpetuity. Only tenures which can be guaranteed to remain affordable in the long term will be permitted in such schemes.
- 3.40** Community Land Trusts, cooperative-housing groups and housing cooperatives all have a role in delivering community-led housing. Parish Councils also prepare neighbourhood plans that may offer another route to secure rural exception schemes where they meet the criteria set out below.
- 3.41** The National Planning Policy Framework (paragraph 73) allows for exception sites for community-led development which is not already allocated for housing. The Government is also encouraging a similar approach to First Homes-led development. This would apply in all cases except in designated rural areas (i.e. the Chilterns National Landscape) where a normal rural exception sites approach would be retained.
- 3.42** Further guidance is provided in Strategic Policy H3 - Affordable Housing, particularly regarding rent levels. Details of the funding, delivery and management of rural housing will be set out in the Affordable Housing SPD.

Policy H7 - Exception Sites

Government Guidance

- Proposals for rural exception sites, First Homes exception sites and community-led developments will be supported if they accord with relevant Government policy and guidance and the following points set out below.

Location of exception sites

- Rural exception sites will be permitted in or adjoining the small villages of Chipperfield, Flamstead, Potten End, Wiggington, Aldbury, Long Marston and Wilstone.
- First Homes exception sites and community-led developments will be permitted in or adjoining Long Marston and Wilstone.

Establishing local need and restricting occupation

² as defined by the NPPF

4. A need for rural exception sites and First Homes exception sites must be established through a local housing needs survey undertaken by the Rural Housing Enabler (RHE) for Dacorum.
5. Occupation of rural exception sites and First Homes exception sites will be restricted to people who have a strong local connection with the village or parish through work, residence or family.

Scale and design of schemes

6. Schemes should be of a scale and design that respects the character, setting and form of the village and surrounding countryside, including the Chilterns National Landscape.
7. The number of new homes per site, that will be permitted on rural exception sites and First Homes exception sites is set out in Table 7. The scale of community-led developments should reflect Government policy and guidance.

Table 7 Number of homes by type/location of Exception Site

| | Up to 10 homes | Up to 15 homes |
|-----------------------------------|-----------------------|---------------------------|
| Rural exception site | Aldbury and Wigginton | In all other cases |
| First Homes exception site | ----- | Long Marston and Wilstone |

Agriculture and Forestry Workers Dwellings

- 3.43** Agriculture and forestry are common uses in the countryside. Occasionally, residential accommodation will be needed to sustain new or existing agricultural, forestry or other rural enterprises, including changes in practice.
- 3.44** The National Planning Policy Framework (paragraph 84) states that planning policies and decisions should avoid the development of isolated homes in the countryside unless specific circumstances apply. The special circumstances for new isolated dwellings in the countryside include where there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside.
- 3.45** However, safeguards are important to ensure such accommodation is not readily sold on as general needs housing. Otherwise this could result in unnecessary or inappropriate development in the countryside that would undermine its original purpose.
- 3.46** Policy H8 sets out requirements for considering homes specific to the needs of workers within agriculture, forestry and other rural businesses. We do not consider that employment on an assembly or food packing line, or the need to accommodate seasonal workers, will generally be sufficient to justify building isolated rural dwellings.

Policy H8 - Agriculture and Forestry Workers Dwellings

1. In the countryside agricultural, forestry and other rural workers dwellings will be supported where they meet the following criteria:
 - a. The dwelling is essential to the functional needs of the agricultural, forestry or other rural business;
 - b. The enterprise has been established for at least three years and is, and should remain financially viable; and
 - c. There is no other accommodation within the site/holding or in the locality which is currently suitable and available for the workers concerned, or could be made available to them.

2. The proposed dwelling must be sensitively designed and be appropriate to the character, appearance and setting of the site and/or surrounding countryside.
3. Where the viability of a new rural enterprise is being tested, permission will be given for the provision of temporary accommodation on the holding/business. The period for a temporary permission will be assessed on the application's own merits.
4. The occupation of any agricultural, forestry or other rural worker's dwelling will be subject to an occupancy condition.
5. Applications for the removal of an occupancy condition related to rural workers associated with the business will only be permitted in exceptional circumstances where:
 - a. There is no longer a need for the accommodation on the holding/business and in the local area; and
 - b. The dwelling has been effectively marketed⁽³⁾ as a rural worker's dwelling for a reasonable period of time (at least 12 months) and at a price which reflects the existence of the occupancy condition.

Residential Conversions and Changes of Use to Residential

- 3.47** The conversion of houses to flats and non-residential properties to housing are a valuable source of new homes, and they can also add to the supply of private rented accommodation. Indeed, the Government has been relaxing national planning policy to allow greater opportunities for the reuse of buildings for housing through permitted development rights and prior approvals. In addition, while Houses in Multiple Occupation (HMOs) only form a small part of the housing supply, they can provide a useful and more affordable source of shared rented accommodation compared to self-contained dwellings and purpose-built flats.
- 3.48** However, we consider that their impacts do need to be appropriately managed through the planning system. In the case of HMOs, the Council is seeking to prevent their over-concentration in neighbourhoods, so as to maintain a balance of housing types, and to encourage a more even distribution of such housing across our settlements.
- 3.49** Furthermore, the management, quality and standard of private flats and HMOs are also covered by other housing acts and regulations. Implementation of this legislation and other licensing requirements will help deliver an appropriate quality and level of safety for occupants.
- 3.50** We expect converted flats to meet minimum space standards. In the case of new-build schemes that are subject to a planning application, the Plan will apply the Nationally Described Space Standards (see Strategic Policy H2 - Mix of Housing). Other development subject to permitted development rules (e.g. office to residential conversions) already have to satisfy minimum space standards.

Policy H9 - Residential Conversions and Changes of Use to Residential

1. The conversion of houses to flats, the change of use of non-residential properties to housing and conversions to Houses in Multiple Occupation will be supported, subject to meeting the following criteria:
 - a. All conversions or change of use must be designed to a high standard, taking full account of the character of the area; and
 - b. Proposals must demonstrate compliance with the following:
 - i. Have access to sufficient outdoor amenity space;

³ the Council will seek to independently verify any marketing information where necessary

- ii. Provide adequate internal living space in accordance with Strategic Policy H2 - Mix of Housing;
- iii. Parking should be well landscaped, retaining established trees, hedges and shrubs to minimise the dominance of car parking to the frontage / street scene; and
- iv. Not cause harm to residential amenity or the amenity of the surrounding area.

Residential Annexes

3.51 Many householders seek to extend their properties or use outbuildings as a self-contained annexe to accommodate ageing relatives, older children or staff. Annexes can help meet social needs whilst reducing pressure on other forms of accommodation. However, they need to be carefully controlled in terms of car parking, amenity space, and their impact on neighbouring properties, occupiers, and the locality.

Policy H10 - Residential Annexes

1. The principle of development for residential annexes (including the conversion of existing residential accommodation or outbuildings to form an annexe) will be supported where:
 - a. The accommodation forms an extension to the main dwelling and is capable of being used as an integral part of the dwelling or forms a separate outbuilding which is close to and well related to the main dwelling;
 - b. There is a functional connection with the main dwelling (e.g. the occupant will be a dependent relative of the residents or employed at, the main dwelling);
 - c. Sufficient space is provided to park vehicles for both the dwelling and the annexe; and
 - d. The annexe is appropriately located within the residential curtilage.

Chapter 4. Economy

Delivering the Employment Strategy

- 4.1** Strategic Policy E1 below seeks to deliver a vibrant economy with opportunities for all. The main evidence base study which has informed this policy is the South West Hertfordshire Economic Study (2024). Some aspects of the following earlier studies are also still relevant:
- South West Hertfordshire Economic Study (2016);
 - Dacorum Employment Land Availability Assessment (2017); and
 - South West Hertfordshire Economic Study Update (2019).
- 4.2** Key economic messages for Dacorum to address in the light of the 2024 Economic Study are:
- **Functional Economic Market Area:** South West Hertfordshire (i.e. Dacorum, St Albans, Hertsmere, Three Rivers and Watford council areas) forms a Functional Economic Market Area (FEMA).
 - **Office requirements:** South West Hertfordshire's office market has been severely affected by the COVID-19 pandemic and increased working from home. There is a high level of vacant office space, including some outdated and poor quality space which is unlikely to be required by the market. Scope exists to convert or redevelop such space for other uses, whilst ensuring that higher quality space is retained. However, the demand for smaller scale offices has held up better than that for larger floorspace.
 - The 2024 study advised the South West Hertfordshire authorities to plan on the basis that there will be no net-increase in demand for office space to 2041, or any need to identify sites for additional office development. Nevertheless, a supply of smaller office space should be retained to meet local needs.
 - **Industrial and storage & distribution requirements:** demand for industrial and storage & distribution space in South West Hertfordshire is very strong, driven mainly by demand for large scale storage & distribution space which increased during the pandemic. Demand for data centres is also high. In addition, there is a shortage of smaller industrial space to meet the needs of growing businesses.
 - South West Hertfordshire already has a substantial supply of land for employment development. The land supply includes two major strategic sites in St Albans District, namely, the East Hemel Hempstead (Central) site and the Radlett Strategic Rail Freight Interchange.
 - The East Hemel Hempstead (Central) site adjoins the Maylands Business Park. The site (52.7 ha.) is located in the Herts Innovation Quarter Enterprise Zone. 17 hectares of the land will be reserved for a business, research and development park. The Economic Study expects that the remaining land will be developed mainly for industrial and distribution purposes. The study also states that functionally this site is part of the Hemel Hempstead urban area, so is better placed to serve the needs of Dacorum than St Albans. Therefore, the study splits the space between the two authorities.
 - After taking account of the existing employment land supply, the study considered two employment land scenarios. In Scenario 1, there is no need to identify additional employment sites over the 2021-41 period. In Scenario 2, there is a shortfall of 9.5 hectares across South West Hertfordshire. If scenario 2 is preferred, the shortfall should be resolved through planning policies. Good quality sites should be identified, which are well-connected to the strategic road network and public transport.
 - Another conclusion in the study is that opportunities to meet the needs of local small and medium enterprises are limited, and that the A41 corridor in Dacorum has potential for future land allocations for 'local quality sites'.
- 4.3** The Employment Strategy seeks to bring forward sufficient land in the right locations to deliver the wider economic objectives for Dacorum. An integral part of this strategy is the allocation of a number of existing and new General Employment Areas (GEAs) to meet future needs. The majority of the

borough's employment needs will be met on the expansion of Maylands Business Park to the east of Hemel Hempstead. This includes significant land (52.7 ha) in the administrative area of St. Albans City and District Council, west of the M1.

General Employment Areas

- 4.4** The General Employment Areas (GEAs) contain most of Dacorum's office and industrial floorspace. GEA designation ensures that appropriate land is set aside and protected mainly for office, industrial and warehousing uses, to help ensure that future requirements can be met. Maylands Business Park in Hemel Hempstead is the principal GEA and the other GEAs are located mainly elsewhere in the towns of Hemel Hempstead, Berkhamsted and Tring. There are smaller GEAs in Kings Langley and Markyate. For historical reasons, there are also GEAs in the Green Belt at Bourne End and Bovingdon (Leyhill Road).
- 4.5** Just over five hectares of the Dunsley Farm site allocation at Tring is designated as a new GEA. This site will help meet the local need for small and medium sized industrial development.
- 4.6** Bovingdon Airfield is not a GEA, but it plays a distinctive role within the expanding film and television industry in the area. Further limited expansion will be supported.

Strategic Policy E1 - Delivering the Employment Strategy

1. The strategy for employment needs will be delivered by:
 - a. The continued development of Hemel Hempstead as an important economic centre for the borough, including further development on the Maylands Business Park;
 - b. Supporting the principle of new office development in town, district and local centres;
 - c. Safeguarding and where possible regenerating the General Employment Areas to meet longer term employment needs; and
 - d. Attracting new businesses, encouraging business start-ups and assisting businesses to grow, particularly on General Employment Areas.
2. By 2041, Dacorum should provide 5 hectares of land for new employment development at Dunsley Farm, Tring.

General Employment Areas

3. The **General Employment Areas** (GEAs) are shown on the Policies Map. Outside of the town centres, these will remain a focus for future employment needs up to 2041. The principle of new development, including redevelopment, will be supported for office, industrial and warehousing uses as set out below. Proposals should accord with these requirements and the site specific guidance for Dunsley Farm.
4. Proposals for uses within General Employment Areas (GEA) other than the 'acceptable uses' listed below will be supported where they satisfy one or more of the following criteria:
 - a. The alternative use will strengthen the economic role of the GEA as an employment or economic centre; or
 - b. Important services and facilities will be provided that would enhance the attractiveness of the GEA as an economic centre.

Table 8 General Employment Areas

| Hemel Hempstead | Acceptable Uses | Planning Requirements |
|-----------------|------------------|-----------------------------|
| Apsley | Light Industrial | Small units to be retained. |

| | | |
|------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Buncefield | Industrial Warehousing | Development may be restricted due to the storage of a notifiable hazardous substance on this site: advice required from Health and Safety Executive (HSE). |
| Riversend Road | Offices, Industrial, Warehousing | <p>High quality well landscaped landmark buildings required fronting London Road and Two Waters Road, given the prominent location on the main approach into the town centre from the A41 bypass.</p> <p>Environmental improvement sought.</p> <p>Proposals must respect, and if possible enhance, the setting of the listed building</p> |
| Whiteleaf Road | Offices, Industrial, Warehousing | <p>Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted.</p> <p>Development may be restricted due to the storage of a notifiable hazardous substance on adjoining National Grid site, until the site is redeveloped for housing (see Growth Area Hm09 in the Proposals and Sites schedule): advice required from Health and Safety Executive (HSE).</p> |
| Doolittle Meadows | Offices | <p>Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted.</p> <p>Existing landscaping should be maintained, particularly along the canal and the London Road frontage. Softening of boundary to the Green Belt will be sought if the opportunity arises (i.e. through additional planting).</p> |
| Maylands Business Park | Offices, Industrial, Warehousing | <p>Most of GEA is within an Article 4 area, where:</p> <ul style="list-style-type: none"> • Good quality offices should be retained, especially the Grade A offices at |

| | | |
|--------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>Breakspear Park and the Maylands Building.</p> <ul style="list-style-type: none"> Changes of use from employment uses to housing will be resisted. <p>Green technological uses meeting the aims of the Hertfordshire Innovation Quarter Enterprise Zone will be encouraged, particularly within the designated Enterprise Zone.</p> <p>Development close to Buncefield Oil Terminal and Three Cherry Trees Lane/Swallowdale Lane may be restricted due to the storage of notifiable hazardous substances: advice required from the Health and Safety Executive (HSE).</p> |
| Berkhamsted | | |
| Northbridge Road | Offices, Industrial, Warehousing | <p>Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted.</p> <p>Canalside enhancement required.</p> <p>The household waste site is safeguarded under the Hertfordshire Waste Core Strategy.</p> |
| River Park | Offices, Industrial | <p>Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted.</p> <p>Canalside enhancement required.</p> <p>Small and medium sized units to be retained.</p> |
| Tring | | |
| Brook Street | Offices, Light Industrial | <p>The mill (listed building) to be retained and its enhancement encouraged.</p> <p>Small units to be retained.</p> |

| | | |
|---------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dunsley Farm | Offices, Industrial | Contains a 3.6 ha. Employment Growth Area (see mixed-use allocation Tr01 In the Proposals and Sites schedule). Also contains 1.6 ha of land partly in industrial / commercial use (including Tring Brewery), with scope for further small-scale employment development. |
| Icknield Way | Offices, Industrial, Warehousing | Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted. |
| Kings Langley | | |
| Sunderland's Yard | Offices, Industrial | Small units to be retained. |
| Markyate | | |
| Sharose Court and 3 London Road | Offices, Industrial, Warehousing | Small units in Sharose Court to be retained. |
| Sites in the Green Belt | | |
| Bourne End | Offices, Industrial, Warehousing | Landscaping should be strengthened, if necessary, to ensure that new development is not visually intrusive when viewed from the nearby countryside. Within an Article 4 area, where good quality offices should be retained and changes of use from employment uses to housing will be resisted. |
| Leyhill Road, Bovingdon | Offices, Industrial, Warehousing | Landscaping should be strengthened, if necessary, to ensure that new development is not visually intrusive when viewed from the nearby countryside. |

Bovingdon Airfield

4. The principle of development on Bovingdon Airfield (as identified on the Adopted Policies Map) will be supported where it is solely in relation to the Bovingdon Studios operations and its associated uses.

Other locations

5. Proposals for new employment development will be considered on a case-by-case basis in accordance with the Spatial Strategy and other national and local policies as relevant.

Delivering the Retail and Leisure Strategy

- 4.7** The National Planning Policy Framework states that planning policies and decisions should support the role of town centres and other centres such as district and local centres, in order to promote their long term vitality and viability and their role at the heart of local communities. Meeting anticipated needs for retail, leisure and other main town centre uses is emphasised. 'Other main town centre uses' includes entertainment, food and drink, offices, arts/culture and hotels. Planning policies should define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations as part of a positive strategy for the future of each centre. Proposals for main town centre uses outside existing centres should be subject to the sequential and impact tests.
- 4.8** Our evidence base for the retail and leisure policies consists of the South West Hertfordshire Retail and Leisure Study (2018) and the Dacorum Retail Study Update (2024). Key points to note in these studies are that:
- **Hierarchy of centres:** the 2018 study recommended a hierarchy of centres. In Dacorum the principal centre is Hemel Hempstead town centre, followed by Berkhamsted and Tring town centres.
 - **Town centre and primary shopping area boundaries:** proposed boundaries for Hemel Hempstead, Berkhamsted and Tring town centres and Hemel Hempstead Old Town were included in the 2018 study.
 - **Comparison goods floorspace** (such as household items, electrical goods, clothes and shoes): the 2024 study shows that there is capacity for additional floorspace in the period to 2036, but it is not extensive. Market indicators suggest that the demand for physical space in comparison goods sales is more challenging than in previous times. Importantly though, this does not preclude beneficial comparison goods floorspace coming forward in town centre locations, or in planned centres in large new urban extensions.
 - **Convenience floorspace** (goods bought frequently, including food): the 2024 study shows a need for additional convenience goods floorspace in the period to 2036, which the Council should seek to address in order to maintain choice and competition. In particular, there is scope for new food stores in Hemel Hempstead over and above existing commitments.
 - It would be desirable for a further food store to be provided in Hemel Hempstead town centre. There is also capacity for new food stores in the proposed urban extensions at North Hemel Hempstead (Dacorum Borough) and East Hemel Hempstead (St Albans District). In North Hemel Hempstead, the food store could be large (with a net sales area of around 2,500 - 4,000 sq m net) and would probably form part of a new district centre.
 - **Leisure and entertainment facilities, including arts and cultural uses:** the 2018 study found no need to allocate land for significant new major leisure facilities. However, the Council should be open to the provision of additional facilities in sustainable locations and should resist the loss of choice in sectors with long-term demand.
- 4.9** The retail and leisure development strategy seeks to manage the long term resilience of town and other centres, making sure they can respond to continued and rapid changes to the way we shop on and offline and use our town centres. It is important that the town centres continue to thrive and be the heart of our towns. Strategic Policy E2 - Delivering the Retail and Leisure Strategy is consistent with national policy and informed by the South West Hertfordshire Retail and Leisure Study (2018) and Dacorum Retail Study Update (2024).

Strategic Policy E2 - Delivering the Retail and Leisure Strategy

Town, District and Local Centres

1. The principle of new retail and other main town centre uses will be supported for proposals located within the following centres⁽⁴⁾. The scale and nature of uses should be consistent with the hierarchy set out below:

4 as defined on the adopted policies map



Table 9 Hierarchy of Centres

| Type of Centre | Centre | Role of Centre |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sub-regional centre | Hemel Hempstead | Main destination for comparison and convenience goods shopping, services such as banks, leisure and cultural activities. |
| Town centres | Berkhamsted Tring | Main convenience and comparison shopping facilities, services and leisure uses for the town and nearby rural area. |
| District centres | Apsley, Hemel Hempstead Hemel Hempstead Old Town | Local convenience and comparison shopping floorspace, services and leisure uses. Also meets some town-wide needs for convenience shopping and retail warehouses (Apsley) and speciality shopping and food and drink uses (Old Town). |
| Local centres | Adeyfield, Hemel Hempstead Bennetts End, Hemel Hempstead Maylands, Hemel Hempstead Woodhall Farm, Hemel Hempstead Bovingdon Kings Langley | Limited range of shops (may include a supermarket), services, community uses and food and drink uses for the local community. |

2. In the primary shopping areas, proposals will need to demonstrate how they contribute towards an active street frontage at ground floor level. In some circumstances, it may be necessary to secure this through a planning condition.
3. Where proposals are located in edge of centre⁽⁵⁾ locations, these need to be demonstrably connected and accessible to the existing centre by pedestrians and wheelchair users.

Neighbourhood Centres

4. Proposals for shops to serve the local community, mainly selling convenience goods, and other appropriate uses, such as small-scale food and drink uses and local community uses, will be supported in the following neighbourhood centres, as defined on the Adopted Policies Map:

Table 10 Neighbourhood Centres

| Settlement | Neighbourhood Centre |
|-----------------|-------------------------|
| Hemel Hempstead | Boxmoor (St Johns Road) |

5 as defined in the NPPF

| | |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Chaulden Gadebridge (Rossgate) Grovehill Highfield (Bellgate) Highfield (The Heights) Leverstock Green Nash Mills (The Denes) Warners End (Stonycroft) |
| Northchurch | Village centre |
| Tring | Miswell Lane Western Road |
| Markyate | Village centre |

Retail development on strategic housing sites

5. Retail and other community facilities should be provided on the following sites:

Table 11 Retail development on strategic housing sites

| Site | Retail and Community Facilities |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hm01 - North Hemel Hempstead | Retail and community facilities in a new district or local centre, including a medium or large supermarket of a scale to help meet the town's wider needs. |
| Hm13 - Polehanger Lane | Small-scale local facilities, including a convenience store. |
| Bk01 - South of Berkhamsted | Small-scale local facilities, including a convenience store. |
| Tr03 - East of Tring | Small-scale local facilities, including a convenience store. |

Out of Centre Retail Locations

6. The expansion of existing out of town retail locations and new locations for retail will not be permitted unless they are justified in terms of the sequential and impact tests in national guidance.
7. Where necessary, the size of retail units and type of good to be sold will be controlled by planning conditions in order to avoid a significant adverse impact on the town centres.

Tourism and the Visitor Economy

- 4.10** Dacorum has many popular destinations for locals and visitors alike with a wealth of interesting places to visit. These play an important role in generating jobs and supporting our local businesses, including many rural enterprises. They provide leisure and recreational activities for our residents and those visiting the Chilterns Hills, the Grand Union Canal, or the many attractive walks crossing the Borough including the Icknield Way or Chiltern Way.
- 4.11** Tourism and leisure development is generally welcomed, providing opportunities to enhance the visitor experience, deliver additional employment and a means of supplementing and diversifying rural incomes. However, it can have negative impacts on the surrounding area, especially those in a countryside setting if it is out of scale, is located insensitively or if it fails to take proper account of local character and appearance. Policy E3 - Tourism and the Visitor Economy seeks to locate most development within or close to defined settlements, where local shops and facilities are accessible and stand to benefit the most.

Policy E3 - Tourism and the Visitor Economy

1. The principle of new or extended tourism enterprises and other uses related to the visitor economy will be supported where it meets one or more of the following criteria:
 - a. The facility meets identified needs which are not met by existing facilities;
 - b. Increases the attractiveness of the borough as a tourist destination;
 - c. Improves visitor accommodation; or
 - d. Delivers sustainable tourism and visitor attractions in appropriate locations.
2. In the small villages and open countryside, proposals will additionally need to evidence:
 - a. Why they cannot be accommodated within or adjoining a larger settlement;
 - b. How they will safeguard the character of the countryside; and
 - c. How they will support the rural economy.
3. Proposals for touring caravan sites should be:
 - a. Located within reasonable walking distance of a settlement with shops, pubs or other facilities;
 - b. Of an appropriate scale to the countryside location;
 - c. Easily accessible from the primary road network and not result in highway safety issues;
 - d. Unobtrusively located; and
 - e. Effectively landscaped.

Loss of Employment, Retail and Other Main Town Centre Uses

- 4.12** The Council's evidence of future employment needs recognises that there will be a loss in office floorspace over the plan period to 2041, while some existing employment premises will become dated and unsuitable to meet the requirements of prospective new occupants. The full implications of the COVID-19 global pandemic have yet to be fully understood, and it is clear that the 'new ways of working' have not fully settled yet.
- 4.13** The Council equally recognises that the nature of town and other centres and our employment areas is constantly changing and that they will contain a wider range of uses than has traditionally been the case in the past. In our town centres, there will be more emphasis on food and drink and leisure uses, and a growing evening economy. Substantial housing development in and around Hemel Hempstead town centre is likely to increase the demand for such uses. However, shopping will remain very important, especially in the primary shopping areas.

- 4.14** In any case, our evidence equally recognises that we need to maintain a healthy supply of land and premises to serve future employment and retail needs. Indeed, the Retail Study Update advises that the Council should seek to protect its existing important stock of comparison goods retail floorspace. The strategy is reliant on the protection of our existing General Employment Areas and retail centres from being eroded and lost to alternative uses.
- 4.15** Steps have already been made by the Council through the use of Article 4 Directions which prevent certain forms of permitted development from coming forward in Hemel Hempstead Town Centre and at a number of General Employment Areas across the Borough.
- 4.16** Policy E4 - Loss of Employment, Retail and Other Main Town Centre Uses is consistent with national policy by setting a criteria based approach to determine if there is no reasonable prospect for such a use being maintained into the future, having regard to the likely future needs for the Borough.

Policy E4 - Loss of Employment, Retail and Other Main Town Centre Uses

1. The loss of employment, retail or other main town centre uses will be permitted only where evidence demonstrates that there is no reasonable prospect of the site being used for its current or allocated use. As a minimum, this must be demonstrated by at least six months of effective marketing for its existing/allocated use, to determine:
 - a. If any viable interest exists;
 - b. The extent of that interest; and
 - c. Whether the site/premises could reasonably be configured to meet the expectations of interested occupants.
2. Where it can be demonstrated that no reasonable prospect exists, proposals for a mixed-use enabling development that incorporates the existing or comparable use should first be considered.
3. If a mixed use scheme is not viable, the extent to which the proposed use(s) generates new employment will be considered in determining the relevant planning application.

Social Value

- 4.17** Social Value is the additional economic, social and environmental benefits that can be created as part of development. By seeking to capture Social Value from major developments, whilst such schemes are at the planning stage, the Council can achieve added value for Dacorum, particularly in the area of employment and skills.
- 4.18** Ensuring growth and prosperity is one of the six priorities of the Council's Corporate Plan (2020-2025) which seeks to create a diverse choice of employment opportunities and a strong and thriving local economy where unemployment is low. Working with the Hertfordshire Local Enterprise Partnership (Herts LEP) and local colleges to develop skills for emerging growth sectors is a particular focus.
- 4.19** Policy E5 - Social Value requires applicants to consider how their schemes will help to develop the skills of the resident workforce and provide a route to employment for local people. More guidance can be found in the Employment and Skills Supplementary Planning Document.

Policy E5 - Social Value

1. All new development of 30 or more dwellings or non-residential buildings of 1,000 square metres or more must demonstrate how opportunities for local employment, apprenticeships and training can be created through the development and seek to maximise the opportunities for sourcing local produce, suppliers and services, during both construction and operation.

2. The Council will require the submission of a Social Value Strategy for site allocations demonstrating how proposals will upskill the local workforce and provide opportunities for local employment and the economy. The Strategy should be secured by means of planning condition or legal agreement. This should include, but is not limited to, the following:
 - a. Targeting recruitment and training initiatives, including opportunities for residents who are unemployed, or economically inactive due to other reasons;
 - b. Offering work experience and work placements to students in education and to learning providers;
 - c. Creating apprenticeships and offering certified training opportunities;
 - d. Using local suppliers and contractors; and
 - e. Providing opportunities for social enterprises that have social, economic or environmental aims.
3. Initiatives that help the local workforce adjust and develop their skills for new economic sectors and technologies will be supported.
4. Further guidance is provided in the Employment and Skills Supplementary Planning Document.

Chapter 5. Climate Change

Climate Change Mitigation and Adaptation

- 5.1** Local planning authorities are bound by the legal duty set out in the Planning and Compulsory Purchase Act 2004 to ensure that, taken as whole, plan policy contributes to the mitigation of and adaptation to climate change. Chapter 14 of the NPPF makes clear the important role the planning system and plans play in responding to climate change. The planning system can support reductions in greenhouse gas emissions through the location and design of development and infrastructure, the reuse of existing resources, including the conversion of buildings, and the generation of renewable and low carbon energy (paragraph 157).
- 5.2** Plans can help strengthen the resilience of communities and infrastructure to the impacts of climate change and the predicted increase in flood risk and rising temperatures (paragraph 158). Measures will also be needed to support nature adapt to changing conditions, such as by increasing and connecting habitats and reducing our use of water.
- 5.3** We declared a Climate Emergency in July 2019 to respond to these challenges and, through this, have committed to reducing carbon emissions across Council activities to net zero by 2030. Our Climate and Ecological Emergency Strategy sets out our understanding and priorities to reduce our emissions. This places key responsibilities on the Local Plan to include all available measures to cut carbon emissions and reduce the impact on the environment. Strategic Policy CC1 - Climate Change Mitigation and Adaptation provides the framework for the Local Plan meeting this responsibility and introduces the mitigation, adaptation and carbon reduction measures that will apply.

Strategic Policy CC1 - Climate Change Mitigation and Adaptation

1. All development is required to mitigate and adapt to climate change and to actively pursue the reduction of carbon dioxide emissions.
2. The policies of the Plan will contribute to net zero carbon through mitigation measures by:
 - a. Prioritising the development of previously developed land in sustainable locations;
 - b. Where carbon emissions cannot be mitigated, collecting contributions towards a carbon off-set fund;
 - c. Increasing the area of habitats that fix and store carbon, including tree planting and the creation of wetland habitats;
 - d. Encouraging low carbon and renewable energy technologies;
 - e. Requiring development to have high levels of thermal efficiency, including setting carbon emission targets where applicable;
 - f. Requiring development to specify construction materials with low embodied carbon, and to minimise building construction waste, including reuse and recycling wherever possible;
 - g. Designing buildings to reduce excessive cooling and heating loads through orientation, landscaping and appropriate glazing;
 - h. Designing new development to prioritise sustainable transport modes and provide active electric vehicle charging infrastructure; and
 - i. Supporting retrofitting schemes to the existing building stock to meet higher energy and water efficiency standards.
3. The policies of the Plan will ensure that new developments are resilient and contribute to climate change adaptation by:
 - a. Assessing flood risk appropriately, taking into account the impact of climate change during the assessment and design of proposals;
 - b. Using blue-green infrastructure to tackle urban heat island effects, provide solar shading and reduce flood risk;

- c. Seeking opportunities to connect floodplains, create wetland habitats and introduce other natural flood management measures;
- d. Adapting to climate change by ensuring development avoids areas of flood risk and reduces the risk of flooding elsewhere, through the use of measures including future-proofed sustainable drainage systems, green roofs and walls, and permeable surfaces;
- e. Limiting residential indoor water consumption to 110 litres per person per day and requiring non-residential development to achieve a minimum of BREEAM 'very good' rating for water efficiency; and
- f. Managing green infrastructure to improve its resilience to climate change and supporting habitats and species that emerge as local conditions change.

Sustainable Design and Construction

- 5.4** Sustainable building design and construction is an essential part of the Council's response to the challenges of climate change. The way in which buildings are designed, constructed, operated and decommissioned has significant impacts on the built and natural environment, and requires major resource inputs such as energy, water and materials.
- 5.5** The Plan's mitigation and adaptation principles will embed resilience to climate change into all aspects of design. Further guidance and examples of best practice can be found in the Dacorum Strategic Design Guide and Hertfordshire's Building Futures Sustainable Design Toolkit.

Policy CC2 - Sustainable Design and Construction

1. All development should accord with the following mitigation and adaptation principles. Proposals that exceed the requirements and demonstrate the highest standards of sustainable design and construction will be encouraged.
2. Major development must submit a sustainability statement that incorporates all of the mitigation and adaptation principles. Where it can be robustly demonstrated that a principle(s) cannot be implemented, an alternative sustainability measure must be proposed.
3. Mitigation Principles:
 - a. Limit carbon dioxide emissions from the ongoing use of the development and follow the energy hierarchy;
 - b. Select building materials which have low embodied carbon and minimise the need for replacement over the lifetime of the development
 - c. Incorporate green infrastructure to sequester carbon, to include two or more net new trees (a tree shall be considered to count if it ordinarily reaches a mature height of 6 metres or more) per dwelling or per 100 sqm floor space (for non residential developments) on site. Where the site is not of sufficient size to accommodate the required planting, off-site planting or a commuted sum shall be provided in line with Policy NE11;
 - d. Minimise building construction by re-using existing buildings where possible. Minimise building waste, reduce the volume of construction waste going to landfill and use construction materials that can be recycled at the end of the building's life;
 - e. Create a 'future proofed' design to enable retrofitting for higher energy efficiency standards (including use of alternative energy sources such as heat pumps), and low carbon and renewable energy networks;

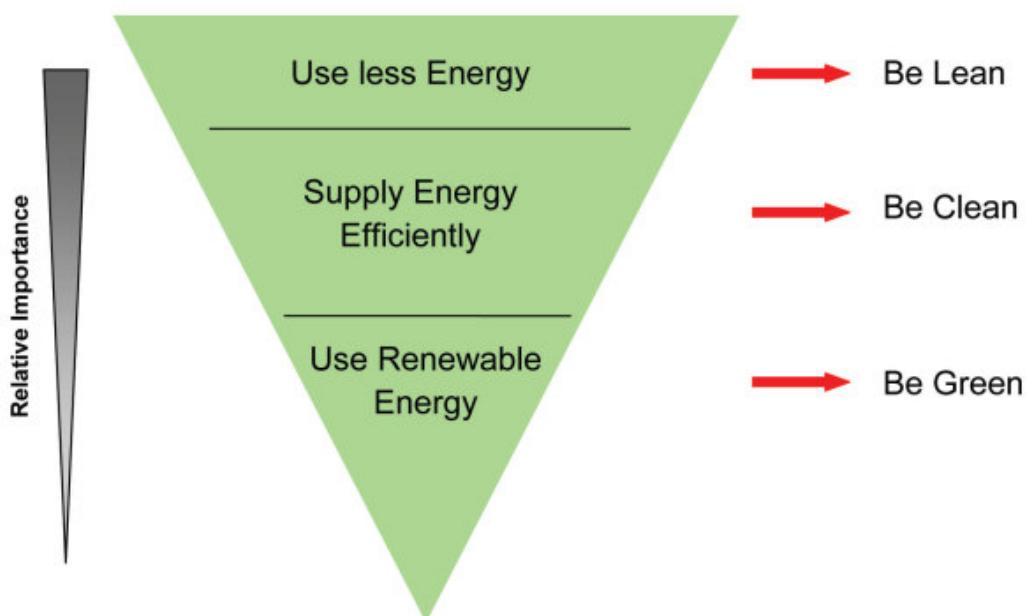
- f. Ensure development is 'future proofed' against the increased flood risk arising from climate change, to include raised floor levels where appropriate, in addition to avoiding development in flood risk areas and using SuDS measures; and
 - g. Seek to protect walking, cycling and public transport routes (including rights of way) during construction, including from construction vehicles off site.
4. Adaptation Principles:
- a. Maximise water efficiency, minimise risk of flooding and seek betterment of existing flood risk by including SuDS, permeable hard surfaces, green roofs/walls, and storage and recycling of surface and grey water;
 - b. Explain how the building(s) has been designed to have a long life;
 - c. Deliver positive measures to improve biodiversity and support wildlife;
 - d. If a flat roof is required, use a biodiverse green roof, or if this is not possible, a lighter coloured material;
 - e. Use good design to reduce ongoing energy consumption considering aspects such as orientation, fenestration, aspect and landscape; and
 - f. Minimise water use during construction (e.g. by specifying off-site modular construction or non-wet trades) and limit residential indoor water consumption to 110 litres per person per day (to be secured by a planning condition) and require other development to achieve a minimum of BREEAM 'very good' rating for water efficiency.

Energy and Carbon Emissions Reductions in New Development

- 5.6** Reducing greenhouse gas emissions is a key part of the national approach to achieving net-zero by 2050. The recent changes to Building Regulations are part of this 'roadmap', with the Future Homes Standard expected to introduce a 75-80% reduction in carbon emissions from 2025.
- 5.7** Our approach is guided by the Energy Hierarchy (Figure 5). This means that planning for carbon emission reductions will start at the design stage, by orientating buildings to maximise the advantages of solar gain and minimise the risk of overheating, and reducing heat loss and improving the energy efficiency of the building fabric, to ensure that carbon emissions reductions are 'future-proofed' for the life of the development

Figure 11 - Energy Hierarchy





- 5.8** Where new non-residential development is proposed, the Plan will expect a BREEAM standard of Excellent.

Policy CC3 - Energy and Carbon Emissions Reductions in New Development

1. All development is expected to reduce carbon emissions by following the energy hierarchy (i.e. prioritise reducing energy demand through good design, orientation and layout, followed by operational efficiency, before considering renewable and low carbon energy sources). In addition, major development must:
 - a. Show how the performance gap between 'as built' and 'as designed' calculations will be closed; and
 - b. Implement a recognised monitoring regime.
2. Development is strongly encouraged to improve on the relevant Target Emission Rate (TER) standard set out in the Building Regulations (Part L).
3. Residential development that meets BRE's Home Quality Mark Five Star or Passivhaus certification will be positively supported.
4. Non-residential development and multi-occupancy residential development will be expected to achieve a minimum BREEAM Standard Design of 'excellent', unless it can be robustly demonstrated that the development would become unviable.
5. Proposals for retrofitting existing buildings to meet higher energy efficiency standards that reduce carbon emissions or increase their suitability for reuse will be supported subject to compliance with other policies within the Plan.
6. Proposals must be in accordance with the Dacorum Strategic Design Guide Supplementary Planning Document and any subsequent guidance.

Renewable, Low Carbon and Community Energy

- 5.9** The NPPF includes a suite of policies on renewable and low carbon energy, from a strategic approach across the Plan area (Paragraph 160), to improvements to existing buildings (Paragraph 164). The Plan will expect development to maximise opportunities wherever possible, taking advantage of existing and new technologies as they emerge. The Renewable and Low Carbon Energy Study provides an initial technical assessment of potential areas suitable for wind and district heating energy.

When schemes are proposed, further assessment will be expected to demonstrate that there are no adverse impacts, particularly within Dacorum's countryside. The Chilterns Conservation Board's Position Statement on Renewable Energy provides further guidance on renewable energy development within the Chilterns National Landscape and its setting.

- 5.10** The NPPF positively supports community heat or energy networks (Paragraph 162). These initiatives give communities more awareness and accountability for the environmental impact of their energy use, enabling them to play a greater and more direct role in reducing this contributor to greenhouse gas emissions.

Policy CC4 - Renewable, Low Carbon and Community Energy

1. Development proposals will be expected to maximise opportunities for renewable and low carbon energy technologies.
2. Major developments will be expected to submit an energy statement detailing how renewable and low carbon energy technologies will be utilised, and include:
 - a. Onsite renewable energy generation, unless it can be clearly demonstrated that this is not practically viable; and
 - b. For large-scale major development (one where the number of residential units to be constructed is 200 or more)⁽⁶⁾, a new energy network integrated into the development, unless it can be demonstrated that this would render the development unviable.
3. Development proposals for renewable and low-carbon energy generation and distribution networks will be supported where they can demonstrate that there are no adverse impacts, including cumulative impact on:
 - a. The overall visual effect on the landscape, with consideration of local topography;
 - b. Residential or local amenity, including air quality, noise and light flicker; and
 - c. Species at risk from air strike.
4. Proposals for community energy projects promoted by local communities, or through Neighbourhood Plans, will be positively supported.

Carbon Offsetting

- 5.11** While energy performance standards to lower carbon dioxide emissions are being driven nationally, the Plan's policies set further principles for mitigation and adaptation measures that will reduce other sources of carbon dioxide emissions. Where these cannot be met, a development will be required to compensate for any residual carbon dioxide emissions through carbon offsetting contributions.
- 5.12** The carbon offsetting contributions will be based on a monetary value per tonne of carbon dioxide emitted per year from the development over and above the policy requirement and will be secured by a s106 planning obligation.
- 5.13** The carbon offset fund will be used to deliver offsetting measures to include carbon sequestration projects such as tree planting to fix carbon, retrofitting energy efficiency and conservation measures into existing buildings (principally the Council's existing housing stock) to reduce carbon emissions, and investment into low carbon or renewable energy generation projects to reduce the demand for conventional fossil fuel powered energy. Measures will be expected to have a lifespan of at least 20 years.

6 Dacorum Borough Constitution (2024) Access as: ([Public Pack](#))Agenda Document for Constitution, 18/09/2024 00:00 (dacorum.gov.uk)



- 5.14** Other initiatives to offset residual carbon emissions from development may be acceptable in lieu of financial contributions to the carbon offset fund subject to agreement with the Council. Such initiatives will be expected to be delivered within the Borough to aid monitoring. The projector measure should clearly identify how it will work, when it will be delivered, the expected carbon dioxide savings and how it will be managed and monitored.

Policy CC5 - Carbon Offsetting

1. Major development will be expected to meet the Plan's energy efficiency and carbon emissions reduction requirements in the following order:
 - a. Delivering on site measures that maximise energy efficiencies and carbon emissions reductions; followed by
 - b. Delivering measures that achieve the remaining requirement off-site and within the Borough; followed by
 - c. Offsetting any residual requirements through contributing to the Council's Carbon Offset fund. This fund will be used to deliver schemes that save or capture carbon, or generate low carbon or renewable energy.
2. Off-site measures and contributions to the Council's Carbon Offset Fund will be secured via legal agreements and in accordance with guidance contained within the Dacorum Climate Change and Sustainability Supplementary Planning Document.

Protection from Environmental Pollution

- 5.15** The Environment Act 2021 enables the Government to set new long term targets in four priority areas: air quality, biodiversity, water and resource efficiency and waste reduction, as well as a target for fine particular matter, and establishes a new framework of environmental protection.
- 5.16** Planning plays a key role in preventing polluting emissions and limiting their impact on communities. The NPPF directs Plans and decisions to consider contamination (Paragraph 189 and 190), noise and light pollution (Paragraph 190 and 191), and pollutants (Paragraph 192) when assessing the suitability of a site or development. New development is also expected to be compatible with the existing uses of the area and not lead to neighbouring activities being restricted (Paragraph 193).
- 5.17** In Dacorum special consideration needs to be given to:
- the quality of the groundwater supplying the chalk aquifer;
 - the maintenance of higher quality agricultural areas and the sand and gravel belt;
 - limiting the effects of noise and air pollution along major routes (i.e. road, rail and aircraft from Luton Airport);
 - retaining tranquil parts of the Chilterns National Landscape and Boarscroft Vale;
 - limiting light pollution, especially in the Chilterns National Landscape and the rural parts of the Borough;
 - the risks associated with Buncefield Oil Terminal; and
 - ensuring that development land affected by ground contamination is safe and suitable for its proposed use so as to protect human health and the wider environment.
- 5.18** Air quality within Dacorum is generally good, with the main source of air pollution being from traffic emissions, specifically nitrogen dioxide. Two areas in Hemel Hempstead are designated as Air Quality Management Areas (AQMAs) due to levels of nitrogen dioxide exceeding air quality standards. These are:
- Lawn Lane; and
 - London Road, Apsley.

- 5.19** We are preparing action plans to set out mitigation measures for each AQMA and will use the planning system to support these.

Policy CC6 - Protection from Environmental Pollution

1. Any development proposals which would cause harm to the environment or neighbouring land or properties from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances, will not be permitted.
2. Development must ensure that neighbouring land, properties and uses are not adversely affected by environmental pollution, including cumulative effects, in accordance with the 'agent of change' principle. Appropriate mitigation must be demonstrated for any remaining adverse impacts.
3. The design of development must locate environmentally vulnerable or sensitive groups, and associated key facilities and services, in areas that minimise exposure to emissions.
4. Development will be expected to minimise potential adverse impacts on **air quality** and where possible identify measures where it can be improved by:
 - a. Incorporating Public Health England's 'net health gain' principles and Hertfordshire's Health and Wellbeing Planning Guidance into designs;
 - b. Supporting improvements identified for Air Quality Management Areas (AQMAs) set out within Air Quality Action Plans and Strategies;
 - c. For developments likely to result in breaches of a relevant limit value or national objective for pollutants, or located within or near an Air Quality Management Area and could harm air quality standards (including cumulative impact), provide an air quality report assessing the impacts of the proposed development on the surrounding environment. Proposals for mitigation or avoidance must be provided where it is predicted that a limit value or objective will be exceeded, to be agreed with Environmental Health and appropriately secured; and
 - d. Being in accordance with any further Council guidance on air quality.
5. Development will be expected to reduce the health and environmental impact of **contaminated land and soil pollution** by:
 - a. Maintaining soil quality standards and remediating contaminated land in line with Environment Agency, Defra and Natural England guidance;
 - b. Where there is a risk of harm to receptors and the land, soil, ground or surface water is known or suspected to be contaminated, a preliminary land contamination risk assessment must be submitted. Advice will be taken from Environmental Health on the need for any further intrusive site investigation, remedial measures and validation report that may need to be secured by planning condition to ensure that the site is made suitable and safe for the proposed use before development can proceed; and
 - c. Taking advice on the storage and handling of hazardous substances from the Health and Safety Executive and the Environment Agency as the statutory Competent Authority.
6. Development will be expected to protect and improve **water quality**. This will be achieved by:
 - a. Improving water quality standards in line with the Water Framework Directive and Environment Agency and Natural England guidance;
 - b. For developments involving new or altered foul drainage, a Foul Drainage Assessment must be submitted. Discharge to non-mains drainage will only be permitted where satisfactory justification has been provided to show that connection to mains drainage is not feasible, the non-mains system will not cause pollution of groundwater or surface water, Building Regulations Approved Document H will be met as necessary, confirmation from the Environment Agency that an Environment Permit could be issued where necessary, and adequate details of maintenance of the system have been provided; and
 - c. Development which could adversely affect the quality of groundwater, including and specifically within Source Protection Zones, will not be permitted.
7. Development will be expected to minimise the impact of **noise** on the surrounding environment and noise sensitive receptors. This will be achieved by:

- a. Developments that are noise sensitive and in locations where surrounding existing lawful land uses are likely to have an adverse effect on the occupants of new development, must submit an appropriate noise impact assessment including mitigation measures to address the identified impacts;
 - b. Where it is achievable to offset the adverse impact of noise and to protect existing / future sensitive receptors, applications for new development shall be supported by an assessment of the typical worst case noise impact and consideration of achievable mitigation measures to ensure adequate protection of those sensitive receptors. Where the impact cannot be offset then development should be avoided;
 - c. Good design must be used to improve and enhance the acoustic environment and reduce the impact of noise on and generated by the development, in accordance with Dacorum design guidance; and
 - d. The development of land for noisy countryside sports will only be permitted where:
 - i. It is located outside of the Chilterns National Landscape and the most sensitive parts of Landscape Regions;
 - ii. The activity would not adversely affect noise sensitive receptors nearby;
 - iii. There would be no adverse impacts on wildlife and areas of ecological value;
 - iv. The scale and nature of the activity respects the countryside setting and surrounding area;
 - v. The safety of adjoining users is not prejudiced; and
 - vi. The enjoyment of users of public rights of way/the countryside would not be significantly adversely affected.
8. Development will be expected to limit and wherever possible avoid **light pollution** in all its forms, especially in the countryside and the Chilterns National Landscape. Development proposals for new exterior lighting schemes will be expected to:
- a. Demonstrate that there would be no significant (or material) adverse impact upon important features of the urban and rural environment including a dark sky's landscape, the amenity of residential areas, wildlife habitats and biodiversity, and the character of the natural and historic environment;
 - b. Submit a lighting statement by a qualified lighting professional together with full details (supported by plans and drawings) of all aspects of the installation, including siting, luminaire and lamp type, brightness, lux contours/distribution diagrams, column height and design, and proposed finished colour(s), dimming control and hours of luminance. This should clearly show light contours and lux levels on all affected sensitive environmental and ecological receptors including sensitive landscapes/streetscapes, rivers, river corridors, hedgerows and ancient woodlands;
 - c. Base the assessment upon the suitability of exterior lighting in relation to the defined Environmental Zone within which the site falls, the surrounding context and the type and extent of lighting, and include consideration of public safety/transport systems (eg highway, railway and aerodrome safety), crime prevention and access for people with disabilities;
 - d. All lighting schemes must:
 - i. Avoid dazzle and disturbance to highway users;
 - ii. Minimise sky glow, glare, light spillage and light intrusion;
 - iii. Minimise light pollution to watercourses, achieving less than 2 lux within 10m of the top of the bank of the river wherever possible;
 - iv. Minimise light pollution along existing and newly planted hedgerows; and
 - v. Minimise impacts on nocturnal wildlife.
 - e. For development proposals that may be adversely affected by the exterior lighting requirements of neighbouring land, properties or uses, submit a lighting assessment that identifies and mitigates any adverse impacts; and
 - f. Be in accordance with the Council's design guidance on limiting the impact of light pollution.

Chapter 6. Natural Environment

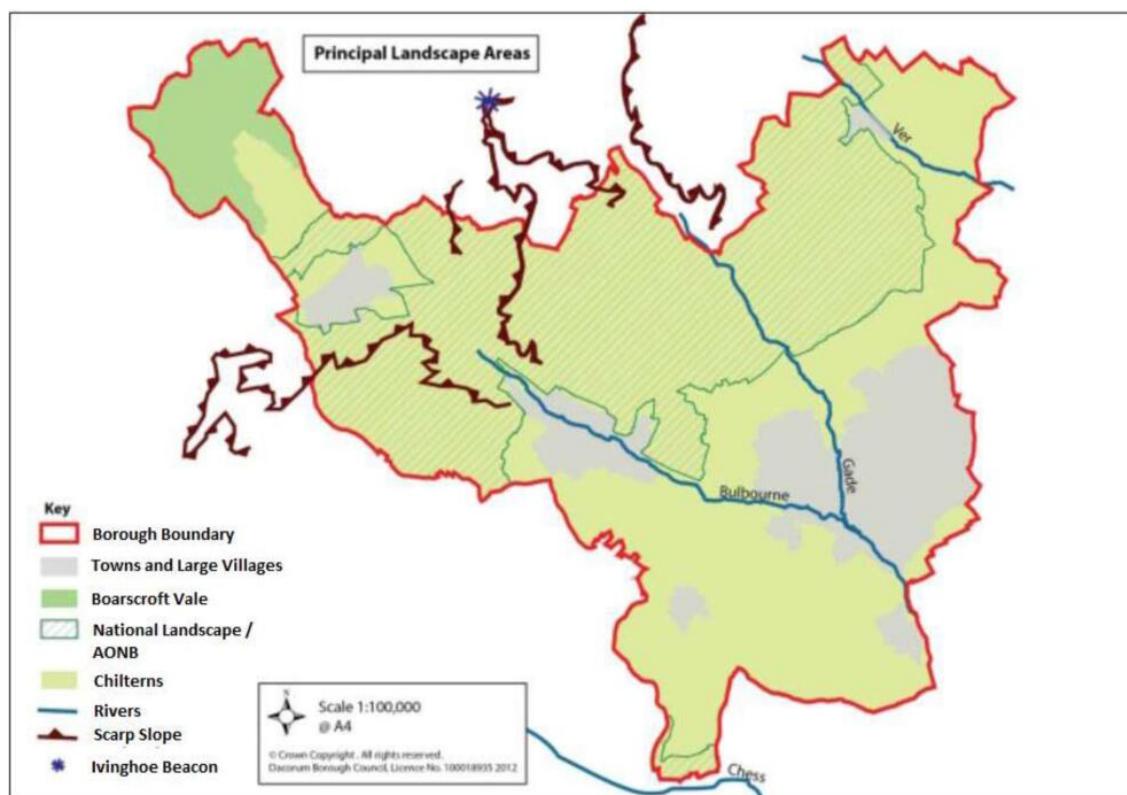
Landscape Character and Chilterns National Landscape

6.1 The landscapes of the Borough are highly valued by the people who live and work within them or use them for recreation. Figure 6 shows Dacorum's two principal landscape types:

- The Chilterns National Character Area; and
- Bedfordshire and Cambridgeshire Claylands - an area known locally as Boarscroft Vale.

Figure 12 - Principal Landscape Areas

Picture 1



6.2 Part of the Chilterns National Character Area is designated as a National Landscape⁽⁷⁾, the highest national designation for landscape, which gives great weight to its conservation and enhancement (NPPF paragraph 182). Areas that are designated for their scenic beauty are more controlled and major development proposals will be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest (NPPF paragraph 183). The Levelling Up and Regeneration Act (LURA) 2023, put in place a duty on the Council when undertaking relevant functions to seek to 'further the purpose of conserving and enhancing the natural beauty of the area' (amendment to Countryside and Rights of Way Act 2000 Section 85).

6.3 The special qualities of the Chilterns National Landscape include the steep chalk escarpment with areas of flower-rich downland, woodland, commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment. The Chilterns Conservation Board (CCB) is the public body established to conserve and enhance the Chilterns

⁷ formerly known as Areas of Outstanding Natural Beauty

National Landscape and has a statutory duty to prepare a management plan⁽⁸⁾, supported by a delivery plan. This document can be a material consideration in making decisions on individual planning applications. The CCB has also published the Chilterns Buildings Design Guide⁽⁹⁾ and a range of technical notes to help guide development.

- 6.4** A more detailed landscape assessment divides the Borough's countryside into 30 different landscape character areas. The assessment covers physical influences such as geology and topography, vegetation and wildlife, as well as historical and cultural influences such as field pattern and settlement form. It includes management guidelines for each area, which development proposals will be expected to adhere to.
- 6.5** Dacorum has extensive areas of surviving high quality historic landscapes. The variety is extremely high, and three are particularly rare:
- Coaxial field systems (particularly around Gaddesden Row);
 - Iron age mining and settlements (beneath the woodlands at Ashridge); and
 - Deserted Medieval landscapes (Boarscroft Vale).

Strategic Policy NE1 - Landscape Character and Chilterns National Landscape

1. All development shall help conserve, restore or enhance the prevailing quality, character and condition of Dacorum's natural and historic landscape.
2. Development proposals either located within the Chilterns National Landscape, or affecting its setting, will be expected to:
 - a. Further the conservation and enhancement of the Chilterns National Landscape's special qualities⁽¹⁰⁾, distinctive character, tranquility and remoteness in accordance with national planning policy, the overall purpose of its statutory designation, and section 245 of the Levelling Up and Regeneration Act (LURA);
 - b. Meet the aims of the statutory Chilterns National Landscape Management Plan, making practical and financial contributions towards management plan delivery that are proportionate to the scale and implications of the development; and
 - c. Comply with the Chilterns Building Design Guide and technical notes by being of high quality design which respects the natural beauty of the Chilterns and its traditional built character, and reinforces the sense of place.
3. In addition, major development⁽¹¹⁾ will only be permitted in exceptional circumstances where it can be demonstrated that it:
 - a. Is appropriate to the economic, social and environmental wellbeing of the Chilterns National Landscape or is desirable for its understanding and enjoyment;
 - b. Avoids significant adverse impacts to the Chilterns National Landscape from individual proposals (including their cumulative effects); and
 - c. Where adverse impacts that are not 'significant' are identified, provides measures that 'more than' mitigate for any residual adverse impacts;
4. Proposals for new development within a Landscape Character Area will be expected to be accompanied by a statement to demonstrate how the Strategy and Guidelines for Managing Change have been applied, as contained within the Dacorum Landscape Character Assessment

8 The management plan is available to view online at
<https://www.chilterns.org.uk/what-we-do/future-proofing-the-chilterns/management-plan/>

9 The Chilterns Building Design Guide is available to view online at
<https://www.chilterns.org.uk/wp-content/uploads/2022/09/CBDGChilternsBuildingsDesignGuide2010.pdf>

10 This includes skyline views of the scarp slope

11 Major development in this instance is a matter that is considered on a case-by-case basis, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the Chilterns National Landscape is designed and defined

Supplementary Planning Document (including restoration of historic fields, transport, settlement and built forms where appropriate), and further advice contained within the Hertfordshire Historic Environment Record.

5. A Landscape and Visual Impact Assessment (LVIA), prepared in accordance with the latest guidance from the Landscape Institute and the Department for Environment, Food and Rural Affairs, must be submitted for:
 - a. All major development located outside of the settlement areas; or
 - b. All development three storeys or higher (or equivalent) above ground located within the Chilterns National Landscape or its setting.

Protecting Biodiversity and Geodiversity

- 6.6 Dacorum has a rich resource of nature conservation sites which are protected according to their relative importance through national and/or local planning policy.
- 6.7 Biodiversity and geodiversity assets are divided into statutory and non-statutory sites. Statutory sites range in status and importance and include irreplaceable habitats such as the Chilterns Beechwoods Special Area of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Wildlife Sites, Ancient Woodland and Nature Reserves. At the lower level are features such as hedgerows and traditional orchards that can be recognised as Priority Habitats (NERC Act 2006) of local importance. The NPPF expects the hierarchy of sites to be distinguished within plans (paragraph 181). Where significant adverse impacts are likely on protected sites, planning permission is likely to be refused unless there are exceptional circumstances where the advantages to the protected site and the local community clearly outweigh the significant adverse impacts.
- 6.8 Hertfordshire County Council is preparing a Local Nature Recovery Strategy, which forms part of a new mandatory system of strategies introduced under the Environment Act 2021 to reverse the decline in nature across England. This will identify areas across Hertfordshire where creating, enhancing or recovering habitat would deliver the most benefit to biodiversity. We will seek to deliver these and other opportunities to create new spaces for nature conservation, such as informal green infrastructure managed for biodiversity benefit, or Local Nature Reserves (LNRs).

Policy NE2 - Protecting Biodiversity and Geodiversity

1. Proposals will be expected to protect, maintain and where possible enhance sites that are important for nature conservation, habitats, ecological networks, and geological and geomorphological interest.
2. Where there is a reasonable likelihood of the presence of statutorily protected species or their habitats, development will be supported where:
 - a. An up-to-date, proportionate, ecological survey and assessment demonstrates that the proposals would not result in a negative impact upon those species and habitats; and
 - b. A minimum buffer of 10m of complementary habitat is provided to all retained priority habitats, except for woodland where a 15m buffer will be required.
3. Development proposals which are likely to result in loss or harm to designated and other important sites for biodiversity and geodiversity will only be supported where:
 - a. The mitigation hierarchy has been followed, to firstly avoid, reduce and remediate direct and indirect adverse impacts before considering compensation as a last resort; and
 - b. Exceptional circumstances demonstrate that the public need for and benefit from the development outweighs the harm and is proportionate to the importance of the site.
4. Development proposals that deliver the Hertfordshire Nature Recovery Strategy, or other local nature recovery objectives and improve the connectivity and resilience of biodiversity, including Local Wildlife Sites and Local Nature Reserves, will be supported.



Biodiversity Net Gain

- 6.9** For development to be sustainable, improvements to the environment and biodiversity must be delivered alongside new homes and infrastructure. Biodiversity Net Gain requires development to leave the natural environment in a measurably better state than before it took place. The NPPF states that development should deliver a net gain in biodiversity (paragraph 180. d)), with the mandatory requirement for this to be at least 10% set out under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Net gain is additional to protected sites and habitats, and any measures that are needed through the mitigation hierarchy being applied. It is calculated using the statutory biodiversity metric.
- 6.10** The priorities and opportunities identified in the Hertfordshire Nature Recovery Strategy will be used within the statutory biodiversity metric. This acts as a multiplier that promotes the delivery of habitat units/types of habitats that are located in areas of local significance for biodiversity. While this is being prepared, the Plan specifies alternative documents to be used to determine strategic significance, to give preference through the metric to improvements to the local ecological network.
- 6.11** Development that is exempt from the national biodiversity net gain requirement can still provide opportunities for wildlife by integrating features such as bird boxes, bat boxes and hedgehog highways into the built environment.

Policy NE3 - Biodiversity Net Gain

1. Development proposals should create and enhance habitats, and contribute towards a blue and green network that improves habitat connectivity and resilience, in line with the Hertfordshire Nature Recovery Strategy and Dacorum Nature Recovery Plan (once completed) and other local and national biodiversity evidence.
2. Up until the Hertfordshire Nature Recovery Strategy is in place, the Hertfordshire Ecological Networks map will be used to assign strategic significance within the statutory biodiversity metric for calculating biodiversity net gain.
3. All development proposals where the habitats fall below the de minimis threshold for biodiversity net gain, should seek to incorporate biodiversity enhancements into designs.
4. Further guidance and information will be set out in the Council's Biodiversity Supplementary Planning Document.

Chilterns Beechwoods Special Area of Conservation

- 6.12** Dacorum is home to part⁽¹²⁾ of the Chilterns Beechwoods Special Area of Conservation (CBSAC), an extensive area that is designated and given the highest level of protection for its importance to nature. SACs often have a unique character and draw which can be difficult to replicate. The CBSAC is designated for its beech forests, semi-natural dry grasslands and scrub, and population of stag beetles, and forms part of the national site network.⁽¹³⁾ The SAC has conservation objectives that are in place to help its conservation and restoration, and to prevent the deterioration or significant disturbance of its qualifying features.

¹² The CBSAC is made up of nine separate sites that are partly located across Berkshire, Buckinghamshire, Hertfordshire and Oxfordshire. Two of the components, Ashridge Commons and Woods SSSI and Tring Woodlands are within Dacorum Borough.

¹³ Following the United Kingdom's withdrawal from the European Union, the national site network replaces the Natura 2000 ecological network.

- 6.13** We have a legal duty as the 'competent authority' under the Habitats Regulations⁽¹⁴⁾ to ensure the integrity of the Chilterns Beechwoods SAC is not adversely affected by new planning proposals, either alone or in-combination with other plans or projects. An assessment in 2022 showed Ashridge Commons and Woods SSSI under pressure from recreational visits, affecting its conservation objectives. Ashridge Commons and Woods SSSI, situated on the Hertfordshire/Buckinghamshire border, forms a significant part of the Chilterns Beechwoods SAC, and is part of the Ashridge Estate that is managed by the National Trust.
- 6.14** The Council's approach to protecting Ashridge Commons and Woods SSSI from adverse recreational impacts can be found in the Chilterns Beechwoods Special Area of Conservation Mitigation Strategy, which was prepared in partnership with Natural England, the National Trust and the affected adjoining local authorities, Buckinghamshire Council, Central Bedfordshire Council and St Albans City and District Council. The Council continues to work collaboratively with the partner authorities to coordinate implementation and delivery.
- 6.15** The strategy sets out the types of development proposals that will be 'screened in' through the first stage of the Habitats Regulations Assessment and will require an Appropriate Assessment (stage 2). It also establishes an Exclusion Zone, a Zone of Influence, and mitigation measures that will be delivered through:
- The provision of new or enhanced green space across the Borough comprising either Suitable Alternative Natural Greenspace that absorbs recreational pressure, or a Gateway site that deflects recreational pressure away from Ashridge Commons and Woods SSSI; and
 - By the National Trust implementing a Strategic Access Management and Monitoring Strategy (SAMMS) at Ashridge Estate.
- 6.16** The SAMMS measures are designed to directly manage, avoid, mitigate and monitor identified issues at Ashridge. The SAMMS tariff for each net new home built can be found on the Council's website. The SAMMS measures and related charge will be regularly reviewed. The National Trust is also preparing a spatial plan to guide the future management of the Ashridge Estate.
- 6.17** Key evidence studies⁽¹⁵⁾ drawn upon in preparing the Plan's policy comprise:
- Habitats Regulations Assessment of the Dacorum Local Plan (October 2024);
 - Chilterns Beechwoods Special Area of Conservation Mitigation Strategy; and
 - Visitor survey, recreation impact assessment and mitigation requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan, 2022.
- 6.18** The plan's HRA has concluded that a number of Suitable Alternative Natural Greenspace (SANG) and Gateway sites are required to be allocated to sufficiently mitigate any potential adverse impacts on the designated site. These are listed in Strategic Policy NE4 - Chilterns Beechwoods Special Area of Conservation and included on the adopted policies map.
- 6.19** We will continue to monitor the CBSAC over the lifespan of the Plan and update the CBSAC Mitigation Strategy to reflect updated evidence. This may include adding mitigation measures for further impact pathways or component sites of the SAC.

Strategic Policy NE4 - Chilterns Beechwoods Special Area of Conservation

1. All relevant development proposals will be expected to assist in the conservation and enhancement of the biodiversity, character, appearance and landscape setting of the Chilterns Beechwoods Special Area of Conservation (CBSAC) and the delivery of its conservation objectives.

14 The Conservation of Habitats and Species Regulations 2017 SI No. 2017/1012, TSO (The Stationery Office), London, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

15 These form part of the Council's evidence base for the Local Plan



2. Proposals within the CBSAC and its 500 metre Exclusion Zone⁽¹⁶⁾ will be supported where an appropriate assessment concludes that there are no functional links with the Habitats Site and there is no potential for harm to arise. Conditions may need to be attached to ensure that significant effects on the CBSAC are avoided.
3. Elsewhere, all qualifying development⁽¹⁷⁾ will be required to mitigate for the recreational impact pathway on the Chilterns Beechwoods SAC in accordance with the Chilterns Beechwoods SAC Mitigation Strategy. This will be achieved by:
 - a. Making a financial contribution towards the Chilterns Beechwoods Strategic Access Management and Monitoring Strategy (SAMM Strategy), or any subsequent scheme which replaces this; and
 - b. Providing or contributing towards the provision of an agreed Suitable Alternative Natural Greenspace (SANG) or Gateway where the development is located within the related catchment area.
4. Where additional impact pathways and associated mitigation measures are identified, all qualifying development will be expected to make financial contributions towards these, unless it can be demonstrated that the development would not result in any adverse impact on that impact pathway at Chilterns Beechwoods SAC either alone or in combination with other development.
5. The Local Plan allocates land for SANG mitigation as part of wider site allocations at Hm01 - North Hemel Hempstead ; Hm11 - Land at Shendish Manor and Fairfields; Hm13 - Polehanger Lane; Hm14 - Marchmont Farm and at Tr03 - Land East of Tring. Additional mitigation necessary to enable growth in the Local Plan to be delivered is identified on the Adopted Policies Map at the following locations:
 - a. Hill Farm, Countryside (Gateway);
 - b. Bunkers Park, Hemel Hempstead (SANG);
 - c. Gadebridge Park, Hemel Hempstead (SANG);
 - d. Margaret Lloyd Park, Hemel Hempstead (SANG);
 - e. Howe Grove, Hemel Hempstead (SANG);
 - f. Westbrook Hay, Countryside (SANG);
 - g. Castle Hill, Berkhamsted (SANG);
 - h. Haresfoot Farm, Countryside (SANG);
 - i. James Farm, Countryside (SANG); and
 - j. Chipperfield Common, Chipperfield (SANG).

SANG Principles

- 6.20** Suitable Alternative Natural Greenspace, or SANG, is the term given to greenspaces that are created, or enhanced, with the specific purpose of absorbing recreational pressure that would otherwise occur at National Sites, such as the Chilterns Beechwoods SAC at Ashridge Commons and Woods SSSI. The Plan's principles for SANG draw from features which have been found to attract visitors to the Ashridge Estate, Natural England's SANG guidelines and best practice that has been established at other SAC and Special Protection Areas (SPA) across England. The standards within the SANG principles are based on the Council's evidence and should be read in conjunction within the CBSAC Mitigation Strategy. The CBSAC Mitigation Strategy also sets the catchment area for SANG, which vary in size depending on their particular characteristics and location. SANG must be secured for at least 80 years from the occupation of the last dwelling for which it provides mitigation
- 6.21** The Council's allocation protocol within the CBSAC Mitigation Strategy defines how we will assess applications from development to use Council owned Strategic SANG. The allocations protocol is periodically updated to reflect the Council's priorities for enabling new homes and the available SANG

16 as defined on the Adopted Policies Map

17 A qualifying development is any proposal that is screened in at stage 1 of the HRA process and is subject to stage 2 an Appropriate Assessment

supply, and sits alongside the Chilterns Beechwoods SAC Mitigation Strategy. When Council owned SANG capacity will not be made available, developments will be expected to find their own SANG solution, which may include a bespoke SANG either on or off-site. We will consult with Natural England on proposals for new SANG, which must be in place for residents to use before new homes are occupied. The tariff per net new home for Strategic SANG is published on the Council's website.

Policy NE5 - SANG Principles

1. Proposals for Suitable Alternative Natural Greenspace (SANG) will be supported where they meet the following principles:
 - a. Provide capacity to mitigate recreational pressure on the Chilterns Beechwoods Special Area of Conservation at a minimum of eight hectares of SANG (after discounting to account for existing access and capacity) per 1,000 new occupants (or subsequent capacity advised by Natural England);
 - b. Provide a minimum 2.3km circular walk on the SANG;
 - c. Provide the experience of visiting the countryside by being free from unnatural intrusion (including, but not limited to, noise, odour and urban views);
 - d. Provide parking unless the site is solely intended to serve dwellings located within 500 metres of the SANG;
 - e. Be secured for a period of at least 80 years with an appropriate level of funding and a management organisation agreed by the Council and Natural England;
 - f. Be delivered prior to the occupation of the qualifying development(s) to which it relates;
 - g. Be subject to a SANG Management Plan agreed by the Council and Natural England; and
 - h. Be in accordable with the Chilterns Beechwoods SAC Mitigation Strategy and any further bespoke criteria as advised by the Council and Natural England.
2. SANG must be located according to the scale of the proposed scheme seeking allocation as follows:
 - a. Developments of more than 100 net dwellings or equivalent, should provide bespoke on-site or off-site SANG as part of the proposed development. Where robust evidence demonstrates that this cannot be achieved, alternative SANG provision will be required.
 - b. Major developments of 10 or more net dwellings or equivalent must be within the catchment of a specified SANG.
 - c. Minor developments of fewer than 10 net dwellings or equivalent may rely on a SANG located anywhere within the Zone of Influence.
3. Development proposals that mitigate related recreational pressure impacts by using a bespoke or third party owned SANG must demonstrate that:
 - a. The SANG allocation has been agreed with the landowner;
 - b. The SANG has sufficient capacity; and
 - c. The SANG credits (where one credit equates to capacity for one dwelling or equivalent) have been secured by an appropriate legal agreement.

Gateway Principles

- 6.22** A gateway is a new type of mitigation to protect sites from recreational pressure. The purpose of a gateway is similar to that of SANG, to create an attractive alternative to Ashridge Commons and Woods SSSI that deflects visitors away from there, reducing recreational pressures as a result. The key differences are that a gateway is located adjacent to the SAC, drawing visitors away from its protected features to a new welcome hub that is outside of the designated area, and that it offers a greater range of facilities compared to a SANG, to encourage visitors to remain within the gateway for a longer period of time. The catchment for a gateway is a much wider area than for SANG and is set at the Zone of Influence for Ashridge Commons and Woods SSSI.

- 6.23** The National Trust is preparing gateway proposals as part of its Spatial Plan for the Ashridge Estate. Further guidance on the procedures for gateway mitigation will be provided on the Council's website.

Policy NE6 - Gateway Principles

1. Gateway proposals will be supported where they relocate existing visitor facilities away from the Chilterns Beechwoods Special Area of Conservation (CBSAC) and demonstrate that they will reduce recreational pressure within the CBSAC.
2. Proposals that intensify or expand uses within, or are likely to increase visitor numbers to, the CBSAC will not be permitted.
3. Gateway sites must meet the SANG principles as stated in Strategic Policy NE5, and the additional following principles:
 - a. Be located adjacent to, and within a radius of, 500m of the boundary of the CBSAC;
 - b. Be greater than 8 ha in area, with preference being given to sites greater than 15 ha in area;
 - c. Be a destination venue, offering a variety of facilities that will maximise dwell time within the Gateway for a large proportion of visitors; and
 - d. Provide a range of facilities and amenities to draw visitors to the location, in preference to the CBSAC, to include as a minimum:
 - i. Visitor services (refreshments and toilets), information and wayfinding;
 - ii. Designed to meet the needs of families, dog walkers and accessibility for all requirements;
 - iii. Sufficient parking to meet expected demand (or subsequent requirements advised by Natural England); and
 - iv. Designed to reflect local heritage, environment and the character of the Chilterns.
4. The catchment area for a Gateway is the Zone of Influence of the Chilterns Beechwoods Special Area of Conservation.
5. Development proposals that mitigate related recreational pressure impacts by using a Gateway will need to demonstrate that:
 - a. The Gateway allocation has been agreed with the landowner;
 - b. The Gateway has sufficient capacity; and
 - c. The Gateway credits (where one credit equates to capacity for one dwelling or equivalent) have been secured by an appropriate legal agreement.
6. Further guidance is provided within the Chilterns Beechwoods SAC Mitigation Strategy and Natural England and Dacorum Gateway guidance.

Protecting and Enhancing the River Character and Water Environment

- 6.24** Chalk streams are a characteristic and attractive feature of the Chilterns landscape and a globally rare habitat. The three chalk streams of the Rivers Bulbourne, Gade and Ver within Dacorum are considered of poor or moderate status against the Water Framework Directive, with issues such as unfavourable flow conditions, man-made structures in the channel and rural and urban pollution leading to poor populations of invertebrates and fish. The Colne Catchment Action Network sets out action plans for each river, which form part of Defra and the Environment Agency's strategy to achieve 'good ecological status' for the country's rivers.
- 6.25** The Colne is one of 20 management catchments that contribute towards the Thames River Basin District and delivery of its management plan which was prepared by the Environment Agency to manage the pressures facing the water environment. The NPPF expects development to consider river basin management plans when preparing proposals (paragraph 180. e)) and the policies of the Plan support these environmental improvement measures.

- 6.26** In addition to rivers, the policies of the Plan also apply to other types of water bodies that are included within the Water Framework Directive, such as lakes, reservoirs and canals.

Policy NE7 - Protecting and Enhancing the River Character and Water Environment

1. Proposals will be supported where they conserve and enhance biodiversity, by connecting blue and green corridors, improving the river character, water quality and ecological conditions and restoring flows.
2. Development proposals will be expected to:
 - a. Where adjacent to a watercourse:
 - i. Improve the river environment through removing culverts, restoring rivers, reconnecting flood plains and naturalising heavily modified watercourses;
 - ii. Submit a Water Framework Directive assessment which incorporates measures to improve, restore or reach 'good' ecological status / potential as defined in the Water Framework Directive; and
 - iii. Provide details of a funded maintenance scheme.
 - b. Avoid the need to abstract water from the ground, in particular from the Rivers Ver, Gade and Bulbourne catchments;
 - c. Avoid development within 10 metres of the top of bank of a waterbody, and within 10 metres from the top of culverts;
 - d. Preserve or enhance the water environment to a more natural state, with priority given to green engineering solutions and the inclusion of native species; and
 - e. Where invasive non-native species are present on site or within the watercourse, provide a funded management plan setting out how these will be controlled, and provide mitigation where eradication is not possible.

Canalside Environment

- 6.27** The Grand Union Canal (GUC) is intrinsically linked to the industrial heritage of Dacorum and helped shape the development of its towns. It now provides a valued open space for leisure and recreational activities, and a linear green corridor that helps wildlife to move through urban areas. The Canal & River Trust maintains and develops the Grand Union Canal, its public towpaths and waterway access points. Tring Reservoirs were built in the early 19th century to supply water to the Grand Union Canal and its Wendover and Aylesbury arms. These are now a SSSI, managed by the Herts & Middlesex Wildlife Trust, on behalf of the Canal & River Trust.
- 6.28** In addition to its role supporting leisure, tourism and nature, the canal provides the opportunity for water based homes through residential moorings. The principal offline (i.e. not on the towpath) residential moorings and facilities in Dacorum are at the boatyard in Winkwell, the marinas at Apsley and Cow Roast, and other minor facilities such as sanitary stations/water points. Our evidence in the Gypsy and Traveller Accommodation Assessment 2024 does not identify a need for additional permanent residential moorings in Dacorum to meet local demand, however there has been some interest in recent years to convert leisure moorings to permanent residential moorings.
- 6.29** Proposals for new, or schemes to expand existing, facilities in the countryside will need to be carefully considered, as this is normally an area of development restraint. Here canal based development should be limited to avoid harm and safeguard the canal environment, particularly within the Chilterns National Landscape. New permanent residential moorings should normally be offline and accommodate essential facilities in an unobtrusive manner. We do not consider that general storage and the erection of antennae on the land to be essential facilities.

Policy NE8 - Canalside Environment

1. Development proposals will be expected to protect and promote the Grand Union Canal (GUC) as a recreational, residential, and environmental resource.
2. In the countryside, canal based development will only be permitted where it is incorporated into a sustainably sited mooring basin and any adverse impacts are limited and carefully controlled.
3. Proposals for new moorings and development affecting existing moorings on the GUC must satisfy the following criteria:
 - a. Not result in a proliferation of basins and/or laybys;
 - b. Provide adequate vehicular, pedestrian and service access, and not adversely impact highway safety;
 - c. Make a positive contribution to the canalside environment, by integrating well with the landscape and/or townscape, retaining important views both to and from the canal and including high quality landscaping;
 - d. Enhance the historic and visual character of the GUC through the use of design, scale, materials and lighting;
 - e. Improve canal management, use and navigation, and not impede the towpath; and
 - f. Include sufficient communal amenity space for essential facilities to serve boat based residents and visitors (private spaces will not be permitted).

Flood Risk and Protection

- 6.30** The NPPF expects planning to minimise the long term likelihood of a development being impacted by flooding, and also ensure that the development itself does not increase the risk of flooding, taking into account current conditions and impacts from climate change (paragraphs 165 to 174).
- 6.31** The Dacorum Strategic Flood Risk Assessment shows flood risks from various sources, including river and surface water flood risk areas, and represents a snapshot of flood risk at a given moment. The Environment Agency publishes regular mapping updates, and the latest evidence should be a material consideration in the determination of planning applications. The Environment Agency can also provide pre-application advice.
- 6.32** Where a site-specific flood risk assessment is needed to support an application, it should be carried out in accordance with the NPPF and the 'Flood risk and coastal change' Planning Practice Guidance, giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer. Guidance on the preparation of surface water strategies can be found in the Defra/Environment Agency R&D Technical Report W5-074/A/TR/1 Revision E "Preliminary rainfall runoff management for developments".
- 6.33** Hertfordshire County Council is the Lead Local Flood Authority for the Dacorum area and can provide advice on their 'developer's checklist' requirements that should be included with an application. Measures should be agreed with the Lead Local Flood Authority and be consistent with the Hertfordshire Local Flood Risk Management Strategy.
- 6.34** Natural drainage should be used wherever possible. More information on the Council's requirements can be found in the Dacorum Strategic Design Guidance. This sits alongside the NPPF expectation that major development will include Sustainable Drainage Systems (SuDS) (paragraph 175). Where SuDS are proposed, these should follow the hierarchy shown in table 12 below.

Table 12 SuDS Hierarchy

| | SuDS Technique | Flood Reduction | Pollution Reduction | Landscape and Wildlife Benefit |
|--|----------------|-----------------|---------------------|--------------------------------|
|--|----------------|-----------------|---------------------|--------------------------------|

| | | | | |
|--------------------------|--------------------------------------|---|---|---|
| Most Sustainable | Living roofs and walls | ✓ | ✓ | ✓ |
| ↓ | Basins and ponds | ✓ | ✓ | ✓ |
| ↓ | Filter strips and swales | ✓ | ✓ | ✓ |
| ↓ | Infiltration devices | ✓ | ✓ | ✓ |
| ↓ | Permeable surfaces and filter drains | ✓ | ✓ | |
| Least Sustainable | Tanked and piped systems | ✓ | | |

Policy NE9 - Flood Risk and Protection

1. Development will be supported where:
 - a. It is designed to ensure that flood risk is not increased elsewhere;
 - b. Within the areas available for development, it is located in the area at lowest risk of flooding from all sources; and
 - c. It avoids Flood Zones 2 and 3a unless it is for a compatible use.
2. Development within Flood Zone 3b (the functional floodplain) will be refused except for water-compatible uses and essential infrastructure.
3. For development proposals within areas of higher risk of flooding from all sources, or where modelling predicts higher risk in the future due to climate change allowances:
 - a. Flood Risk Assessments must accompany planning applications, explaining how the sequential approach test (and the exception test if required) to development has been undertaken and demonstrating that the site is appropriate for development and its intended use, taking into account wider sustainable development objectives;
 - b. A sequential approach to site layout must be satisfied, directing the most vulnerable uses to the areas of the site at lowest risk from of flooding from all sources;
 - c. Proposals must not cause harm to existing or proposed flood defences and wherever possible must seek to improve defences;
 - d. Opportunities to reduce the cause and impact of flooding, such as by using green and blue infrastructure and Sustainable Drainage Systems (SuDS) for flood storage, must be incorporated; and
 - e. Adequate flood storage and compensation must be provided on-site, ensuring there is no net loss of flood storage.
4. Where development is proposed in Flood Zone 1 and is a site of more than one hectare a flood risk assessment is expected.
5. Development will be required as appropriate to:
 - a. Incorporate flood resistant and resilient measures, and demonstrate that they are safe for the lifetime of the development, or that on site flood defences can be upgraded or replaced in the future, taking into account climate change implications;
 - b. Demonstrate that safe access and escape routes will be included as part of an emergency plan;
 - c. Include rainwater and grey water collection and re-use mechanisms;
 - d. Integrate SuDS and other measures into the design and layout of the development to control and reduce surface water run-off to pre-development rates, and integrate these with existing green and blue infrastructure wherever possible; and
 - e. For SuDS on any major development, provide a funded management and maintenance plan detailing how they will be maintained throughout the lifetime of the development.

Tree Retention and Protection

- 6.35** Trees are a key component of the natural capital of the Borough, supporting our local wildlife and health and wellbeing, and helping to make our communities attractive and sustainable places to live. They provide a range of benefits, including flood mitigation, carbon sequestration (i.e. the process of capturing and storing atmospheric carbon dioxide), air cooling, shade to buildings, wildlife habitats and wildlife 'stepping stones', as well as contributing to landscape character. This resource is under threat from disease, development and climate change. The NPPF expects development to retain existing trees, incorporate new tree planting within designs, and provide a maintenance regime which will enable them to thrive (paragraph 136).
- 6.36** We will protect the Borough's trees through policies and other measures, such as by making tree preservation orders on important trees and implementing Conservation Area legislation. We will also seek to increase our urban tree canopy by setting a target for tree planting within development.
- 6.37** The highest level of protection is given to ancient woodland (areas which have had a continuous cover of native trees and plants since at least 1600 AD, and have neither been cleared nor extensively planted since then) and ancient or veteran trees, due to the ecological importance of these irreplaceable habitats (paragraph 186 d).
- 6.38** The Hertfordshire Nature Recovery Strategy, led by Hertfordshire County Council, will include a high level assessment of woodland cover across the county and identify opportunities where new woodland could be created or the connectivity of existing areas could be improved.
- 6.39** The Dacorum Strategic Design Guide design principle on street trees and planting expands on the features designs should demonstrate. The Council's Trees and Woodlands Policy document provides a summary of management principles and good practice on species and site selection, and the establishment of trees.

Policy NE10 - Tree Retention and Protection

1. Development proposals will be expected to protect and retain existing trees and hedgerows.
2. Where proposals would have an impact on existing trees or hedgerows, the development must comply with British Standard 5837 (2012) Trees in Relation to Design, Demolition and Construction – Recommendations (as may be amended). In particular, the Council will require:
 - a. An Arboricultural Impact Assessment (AIA) including a tree survey identifying existing trees on and adjoining the site with their root protection areas (RPA);
 - b. Where tree protection measures are necessary, a Tree Protection Plan (TPP); and
 - c. An Arboricultural Method Statement (AMS) that identifies how operations can be undertaken with minimal harm to retained trees.
3. To understand the potential impact of development proposals on existing trees and hedgerows and their root systems, full details of foundations, services and levels will be required where appropriate.
4. Consent to carry out works to or remove trees protected by a tree preservation order will only be given where the Council is satisfied that:
 - a. It would be necessary to overcome a serious hazard; or
 - b. There is proven evidence that the tree is causing structural damage to property; or
 - c. It is harmful to local character or visual amenity; and
 - d. Where deemed appropriate, a suitable replacement is secured.
5. To maintain a healthy, safe and sustainable tree population, high standards of professional tree care will be encouraged and promoted for all trees particularly by reference to current and future revisions of relevant British Standards relating to tree works.

Landscaping and Tree Planting on Development Sites

- 6.40** New landscaping within development is essential to creating attractive and healthy places to live, providing new green and blue infrastructure to enhance the amenity of the Borough's towns and villages. The NPPF recognises the contribution landscaping makes to the visual attractiveness of a development's design (paragraph 135b).
- 6.41** Landscaping proposals will be a general requirement for development. Proposals should integrate with existing green infrastructure and reinforce ecological connectivity by providing suitable wildlife 'stepping stones'. Care should be taken to avoid the use of species which may lead to the spread of non-native plants into the countryside.
- 6.42** The relationship between trees and buildings should be carefully considered, enabling trees to provide suitable shade during the summer months, whilst not resulting in excessive shading to buildings during winter months. Trees should be sited to allow adequate space for their natural development, with due regard given to predicted height and canopy spread at maturity.
- 6.43** The Council is preparing guidance on grounds maintenance standards for landscaping within new developments to ensure the environmental quality of these areas.

Policy NE11 - Landscaping and Tree Planting on Development Sites

1. New landscaping and tree planting will be expected as part of development proposals. Proposals shall accord with the following:
 - a. Wherever possible provide ecological connectivity by integrating planting with the wider existing green and blue infrastructure network, having regard to the Hertfordshire Green Infrastructure Strategy;
 - b. Be sustainable for the long term, with sufficient space for planting, maintenance access, canopy clearance and root protection areas (including tree planting islands in hard surfaces);
 - c. Tree planting should be suitable for the local environment, conditions and landscape character, with preference given to species ⁽¹⁸⁾ that are appropriate to their location considering resilience to climate change and ecological value, and avoiding the use of invasive species;
 - d. Include trees of, or equivalent to, nursery Standard size or larger at the time of planting, depending on the scale and nature of the development;
 - e. Ensure tree planting and post planting management and maintenance is in accordance with relevant British Standards;
 - f. Soft landscaping proposals should demonstrate ecological value, suitability for the planting location and environmental conditions, and ease of maintenance; and
 - g. Hard landscaping should be permeable, and constructed and installed in accordance with agreed plans, including weed barriers where appropriate, to aid long term maintenance and durability.
2. All development will be expected to incorporate and establish two or more net new suitable trees per dwelling or per 100 sqm floor space (for non-residential developments) on-site. Where a tree or hedgerow is lost through development a suitable replacement must be provided which will demonstrate the same characteristics as the lost tree, and the same characteristics and length of hedgerow, at maturity and be adapted to site conditions. Where it can be demonstrated that on-site planting cannot be achieved, a commuted sum will be secured to provide off-site provision or nature recovery in Dacorum.
3. For woodlands, a management plan will be required, which should identify clear objectives for their use and resolve any conflicts arising from value to nature conservation, landscape conservation, recreation and timber production interests.
4. Development landscaping and tree planting schemes will be secured by condition or legal agreement.

¹⁸ prioritising native species where appropriate

Open Land

- 6.44** Open land is a local planning designation given to selected open areas within the larger settlements which are important to the settlement's open character and setting, or for informal recreation, yet may be more vulnerable to development pressure. Open land can include contiguous sites of one hectare or more used for leisure purposes, school playing fields, woodland, nature conservation sites, allotments, churchyards, cemeteries, amenity land, walkways and the Grand Union Canal. The designation does not convey right of public access.
- 6.45** The primary purpose of the designation is to maintain the generally open character of an area and uses that support this approach will be retained and encouraged. This includes uses that serve an educational, sports, leisure or nature conservation purpose. Within open land there may be some small parcels of existing and ancillary uses that are incompatible with the designation (e.g. residential or utility services). The aim of the policy is not to disturb these uses unnecessarily and they will be allowed to remain unless they undermine the broad objectives of the policy. New non-conforming uses will normally be discouraged from locating in areas designated as open land.
- 6.46** Open land will inevitably change over time, as special circumstances may justify a development that leads to its effective loss, or additional open land is created as a result of new development.
- 6.47** The open space typologies covered in 'Policy HC5 - Open Space Provision' are often not designated as open land. These areas are usually protected from development because they are held as public open space.
- 6.48** Smaller areas of open space that are not designated as open land can also make a valuable contribution to the local character and environment of our towns and villages, and leisure and nature conservation, and be vulnerable to development pressures. The Plan needs to assess their contribution and weigh it carefully against the demands for development.

Policy NE12 - Open Land

1. Designated Open Land⁽¹⁹⁾ will be protected.
2. Development proposals within designated Open Land will be supported where they are for sports, recreation, education or other community or social uses, and satisfy the following conditions:
 - a. The location, scale and use of the new development is compatible with the use and character of the Open Land;
 - b. The integrity and function of the wider area of Open Land in which the new development is set is not compromised;
 - c. Proposals for new development involving existing inappropriate uses within an Open Land area will be supported where they:
 - i. Do not harm the character and environment of the site or its open land setting; or
 - ii. Result in overall environmental, leisure or recreational improvements to the site.
3. Proposals to develop or change the use of undesignated open land, including incorporating such areas into private garden land, will be assessed on the contribution the land makes to local leisure facilities, connectivity, townscape, the character and appearance of the area and nature conservation.

¹⁹ as identified on the policies map

Aerodrome Safeguarding

- 6.49** Certain types of development can have an impact on aviation safety, such as by creating an environment that attracts birds, leading to a risk of birdstrike. ODPM circular 01/2003⁽²⁰⁾ provides guidance to local planning authorities on the actions they need to take to safeguard aerodromes. This includes a requirement for relevant Local Plans to include policies which recognise that certain airports and technical sites are safeguarded through aerodrome safeguarding areas.
- 6.50** The Civil Aviation Authority has issued an aerodrome safeguarding map to the Council for Bovingdon Airfield, which is available to view on our online interactive map. For a civil aerodrome, this comprises a 13km radius zone centred on the aerodrome, and shows an area where birdstrikes may cause a risk to aviation. Within this zone the operator of the aerodrome may need to be consulted on certain types of development proposals to ensure that aviation safety is not compromised, either by the proposal alone, or when combined with other land features.

Policy NE13 - Aerodrome Safeguarding

1. Development that would adversely affect the operational integrity or safety of any officially safeguarded aerodrome or associated aerodrome navigation aids, radio aids or telecommunications systems will not be permitted.
2. In considering proposals for development within an aerodrome safeguarded area the Council will have particular regard to:
 - a. The height and design of the development;
 - b. The risk of birdstrike; and
 - c. The impact on navigational aids, radio waves, radar and telecommunications systems for the purposes of air traffic control and aircraft movements.
3. Where a risk of birdstrike has been identified, an approved Bird Hazard Management Plan will be required.

²⁰ ODPM Circular 01/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002



Chapter 7. Historic Environment

Historic Environment

- 7.1** The Council will seek to protect and, where practicable and appropriate, enhance the historic environment of Dacorum. The Council expects that development will not only conserve, but also take opportunities to enhance, or better reveal the significance of heritage assets and their setting. This intent is captured within the Strategic Objectives of the Plan.
- 7.2** Our historic environment is diverse and is made up of a variety of unique and significant designated and non-designated heritage assets. These assets comprise buildings, monuments, sites, places, areas or landscapes that have been identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest.
- 7.3** Heritage assets in Dacorum consist of both designated heritage assets (scheduled monuments, listed buildings, registered parks and gardens and conservation areas) and non-designated assets (this includes locally listed buildings and parks and gardens). With the exception of conservation areas, designated heritage assets are identified at national level, while non-designated heritage assets and conservation areas are identified at a local level.
- 7.4** The NPPF (paragraph 195) recognises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. It also requires (paragraph 196) that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.
- 7.5** 'Significance' is defined as the value of a heritage asset (and its setting) to current and future generations from its heritage interest. Heritage interest may be archeological, architectural, artistic or historic. Understanding the significance of a heritage asset at an early stage in the design process of development can help ensure that proposals minimise, or ideally avoid, harm. It is important to ensure that the significance of these heritage assets is protected and where possible, enhanced through any changes that are made to the assets.
- 7.6** Putting heritage assets to a viable use is likely to lead to investment in the maintenance needed for their long-term conservation. Harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, provided that the harm and resulting loss of significance is minimised.
- 7.7** Heritage Impact Assessments can generate a clear understanding of an affected asset, the heritage interests represented and their relative importance. This can help identify how development can both conserve the heritage assets and deliver public benefits in a sustainable and appropriate way. The level of detail within a Heritage Impact Assessment should be proportionate to the asset's importance.
- 7.8** The Council will work closely with its partners, including Historic England and Hertfordshire County Council, to ensure that the National Heritage List for England (NHLE) and Historic Environment Records (HER) are kept up to date, so that the historic environment and heritage assets are cared for in the most appropriate manner.

Strategic Policy HE1 - Historic Environment

1. All development will favour the conservation of heritage assets.
2. The Council will pursue a positive strategy for the protection and enjoyment of the historic environment, taking into account:
 - a. The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses, consistent with their conservation;

- b. The wider social, cultural and environmental benefits that conservation of the historic environment can bring;
 - c. The desirability of new development, making a positive contribution to local character and distinctiveness; and
 - d. Opportunities to draw on the contribution made by the historic environment to the character of a place to support good design and enhance the setting and understanding of Dacorum's historic character.
3. All development proposals involving heritage assets (designated and non-designated) should avoid causing harm to the significance of those assets, including their setting. Where harm to or loss of heritage assets cannot be avoided, measures to minimise or mitigate the harm caused will be considered and balanced against the heritage and public benefits arising from the development according to the importance of the asset and the extent of the impact to its significance.
4. All development proposals involving any heritage⁽²¹⁾ asset or affecting their setting, should be informed by a Heritage Impact Assessment, prepared by a suitably qualified person.
5. Any special features which contribute to a heritage asset's significance should be retained, or where possible, reinstated if well-evidenced. Where loss, wholly or partly, is unavoidable, developers will be required to record and enhance the understanding of the significance and make this record publicly available.
6. Local charitable organisations or groups with an appropriate interest should be invited and facilitated to remove, take off-site, and conserve structures and features of heritage assets that would be lost in the course of demolition, to avoid the loss of valuable assets significant to Dacorum's heritage.

Designated Heritage Assets

- 7.9** Designated heritage assets within Dacorum comprise listed buildings, scheduled monuments, registered parks and gardens, as well as conservation areas. There are 912 listed buildings, 33 scheduled monuments and five registered parks and gardens. They make an important and valuable contribution to the character and historic interest of the Borough and are an invaluable and irreplaceable resource
- 7.10** Development proposals should pay special regard to the desirability of preserving listed buildings or their settings or any features of architectural or historic interest that they possess.
- 7.11** Listed building consent is required for any proposals for alteration or demolition that would affect the listing building's character as a building of special architectural or historic significance.
- 7.12** Proposals which seek to reduce energy consumption in listed buildings will be welcomed provided they do not cause harm to the significance of the building.
- 7.13** Dacorum has 25 designated conservation areas and many of these have been subject to individual appraisals to analyse their character and appearance and identify any negative features that could be addressed through development. Boundaries of conservation areas are reviewed periodically.
- 7.14** Development within conservation areas should provide a positive contribution that retains or enhances the distinctive character, special interest and appearance of the area.
- 7.15** The Council will actively engage with key stakeholders and local communities through Conservation Area Appraisals to identify non-designated heritage assets that contribute to local distinctiveness. Where appraisals have identified Conservation Areas suffering from an erosion of their traditional features, a more proactive approach to halt and reverse this trend will be required.

²¹ applies to both designated and non-designated heritage assets

Policy HE2 - Designated Heritage Assets

Designated buildings, structures and parks

1. In considering applications the Council will ensure that proposals involving the alteration, extension, or change of use of a designated heritage asset will only be permitted where:
 - a. The proposal would have no adverse impact on the architectural and historic character, interest, significance or appearance of the interior or exterior of the asset or its setting; and
 - b. The proposal respects the scale, design, materials and finishes of the existing building(s) and preserves the historic fabric of the asset.
2. Any harm to, or loss of significance of a designated heritage building, structure or park will require clear and convincing justification in accordance with national policy.

Conservation areas

3. New development, extensions, alterations and demolitions to any existing building in a Conservation Area will only be permitted where:
 - a. There will be no substantial harm to the Conservation Area; or
 - b. The public benefits of the development clearly outweigh the harm.
4. Development proposals that are either located within a Conservation Area, or which affect its setting will be expected to:
 - a. Preserve or enhance the special interest, character and appearance of the area;
 - b. Respect established building lines, layouts and plot patterns;
 - c. Use materials and adopt design details which reinforce local character and are traditional to the area;
 - d. In the case of alterations and extensions, be complementary and sympathetic to the parent building; and
 - e. Have regard to any 'Conservation Area Character Appraisal' prepared by the Council and safeguard all aspects which contribute to the area's special interest and significance, including important views and green spaces.
5. Where demolition of a building or structure within a Conservation Area is permitted, it will only be permitted to occur immediately prior to redevelopment/remediation.

Non-Designated Heritage Assets

- 7.16** Dacorum has many heritage assets and historic features that while not designated, still add to the tradition, continuity and character of our places, and are an asset for the economy, the environment and the wider community. Non-designated heritage assets include historic buildings, gardens, townscape and landscape, and areas of potential archaeological interest. These heritage assets are still important and merit conservation. There are also significant benefits to the environment through the reuse of historic buildings.

Policy HE3 - Non-Designated Heritage Assets

1. Where the demolition of non-designated heritage assets is proposed, this shall only be supported where there are acceptable and detailed plans for redevelopment which show that what is to be substituted will accord with the character of the area, and either:

- a. Sufficient evidence is provided to demonstrate the non-viability of alternative uses for the building(s), including sale, and that the current building cannot be retained at reasonable expense, despite all reasonable attempts having been made, or
- b. The public benefits from demolition and redevelopment outweigh the resulting loss of extant heritage and amenities, and the proposal demonstrates how it will positively contribute to and enhance the distinct local heritage value.

Archaeology

- 7.17** Archaeological remains can provide great insight into the lives of people living in the Borough from many years ago. It is therefore vital to ensure that any remains whether known or unknown are protected.
- 7.18** Development proposals that would be likely to harm heritage assets with archaeological interest will be required to undertake appropriate archaeological investigations and reporting in consultation with the Hertfordshire Historic Environment Unit as part of any permission. Appropriate recording of heritage assets that would be lost (whether archaeological or otherwise) will also be sought as appropriate.
- 7.19** Areas of Archaeological Significance (AAS) are places within the Borough that are deemed to be of moderate or high archaeological potential, based on evidence from known heritage assets. Alterations to existing AAS or identification of new AAS may be required based on new raw data or understanding of significance.

Policy HE4 - Archaeology

1. New developments must protect heritage assets of archaeological interest.
2. Where proposed development has the potential to affect a heritage asset of archaeological interest, applicants should consult with the Hertfordshire Historic Environment Unit.
3. Where advice indicates that a proposed development would affect a heritage asset of archaeological interest, applicants will be required to submit an archaeological assessment prepared by a qualified archaeological professional as part of a planning application.
4. To protect the significance of heritage assets of archaeological interest, measures will need to be taken that are proportionate to their importance to ensure the physical preservation of the assets and their setting. These measures should be prepared in collaboration with the Hertfordshire Historic Environment Unit and will be secured through planning conditions.

Advertisements

- 7.20** Many advertisements benefit from deemed consent in accordance with the Classes set out in schedules 1 and 3 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. When a proposed development falls outside of these Classes, express consent must be applied for and obtained from the Council.
- 7.21** Even if express consent is not required, all advertisements must comply with other relevant statutory provisions. The Council has also put in place further measures for controlling advertisements in Conservation Areas where the introduction of unsympathetic advertisements could compromise the distinctive character and appearance of the place.

- 7.22** The Council will use its enforcement powers to ensure the removal of advertisements that do not benefit from deemed consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as may be amended from time to time) or which do not benefit from express consent.

Policy HE5 - Advertisements

1. Express consent to display an advertisement will be given, provided the advertisement:
 - a. Is appropriate in size, appearance, design and position to the building or site on which it is displayed;
 - b. Does not harm any heritage asset or detract from the visual amenity and character of the surrounding area and heritage assets; and
 - c. Does not adversely affect highway or public safety.
2. In addition to the above, where express consent is required for Advertisements within Conservation Areas, the Chilterns National Landscape, and its immediate setting, the Council will only accept advertisements where they:
 - a. Are either painted or individually lettered in a suitable material of a proportionate size and design in relation to the building or fascia upon which they are to be displayed, and are of a traditional fascia or hanging type; and
 - b. Where illumination is proposed, it should be external illumination which is discreet in size and of a minimum level of brightness and does not result in a harmful cumulative impact. Internal illumination of shop signage will not be permitted.

Chapter 8. Design

Delivering High Quality Design

- 8.1** A key objective of the plan is to deliver great places and raise design standards across all forms of development. The quality of the built environment and the public realm is important in shaping places and enhancing quality of life. Good design can help create distinctive, integrated places where people feel welcome and want to live, work and spend their free time.
- 8.2** Given the scale of new development proposed across the Borough it is vital that it is of a high standard and delivered at the optimum densities and in the right locations. It must also recognise the intrinsic qualities, characteristics and setting of our towns and villages.

National Policy

- 8.3** Guidance on design is set out in the NPPF (paragraphs 131-141), and in the 'Design: Process and tools' Planning Practice Guidance and the National Design Guide 'Planning practice guidance for beautiful, enduring and successful places'. Achieving a high quality and inclusive design is a key aspect of sustainable development.
- 8.4** Being clear about what is expected of applicants and developers is essential to achieving this. National guidance seeks to ensure that all development will function well, add to the quality of the area, be visually attractive as a result of good design and architecture, be sympathetic to local character and history, establish and maintain a strong sense of place, optimise the use of land and create places that are safe, inclusive and accessible. It is also recognised that good quality design is essential for health and well-being.

Other Relevant Strategies and Studies

- 8.5** The policy approach to design has been developed in light of the current and emerging national and legal context and our corporate approach, and is supplemented by the following guidance documents:
- Dacorum Strategic Design Guide Supplementary Planning Document (February 2021);
 - Paradise Design Code Supplementary Planning Document (April 2023); and
 - Any future design code Supplementary Planning Documents in accordance with the National Policy.
- 8.6** The Dacorum Strategic Design Guide SPD provides consolidated design advice for all new development coming forward in the Borough and should be used to inform the production of site-specific design codes and masterplans, which will be prepared for the site allocations.
- 8.7** The Council has prepared the Paradise Design Code SPD which sets out a framework of design requirements for new development in Hm04 Paradise. Further design codes will follow in accordance with National Policy.

Design Review Panel

- 8.8** The NPPF recognises design reviews as an appropriate tool to improve the design quality of a development (paragraph 138). We support independent Design Reviews which have been undertaken by Design Council CABE, Hertfordshire County Council or Urban Design London. Feedback from these panels should meaningfully inform the design of development proposals. Where appropriate, and at the earliest possible stage, we will use design review panels to assess large scale or complex schemes, or proposals that generate significant public interest. We will also look more favourably at proposals that can demonstrate early active engagement with the community.

Delivering High Quality Design

- 8.9** Strategic Policy D1 - Delivering High Quality Design sets our expectations for creating distinctive, sustainable, healthy and successful new communities, with the highest quality design in all new development in Dacorum.
- 8.10** The key to our design approach for new development is a focus on local distinctiveness. This refers to the unique quality of buildings, landscape, the skyline and topography in a locality which informs its character. Across the Borough there is a wide variety of settlements and landscape character types, which contribute to the distinctiveness of local character. As a result, designs or layouts that may be entirely acceptable in one part of Dacorum may not be appropriate elsewhere.
- 8.11** Therefore delivering great places needs to be design-led and underpinned by a structured process that all applicants should follow and demonstrate as part of their submission. This should be based on a sound understanding of:
- Local context;
 - The constraints to be mitigated and the positive aspects to be built upon and enhanced;
 - The design options considered that have led to the preferred approach; and
 - How the proposal responds to the various expectations of the Plan as set down in its policies and site requirements.
- 8.12** In recognition that proposals vary in their size and the nature of design input required, the information required will be proportionate to this.
- 8.13** Our design process is based on three key stages set out in the Dacorum Strategic Design Guide SPD shown in the table below.

Table 13 Structured Design Process

| | | |
|---|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Observing a place | Observing and understanding the site and its broader context |
| 2 | Evaluating a place | From the features observed, identifying which will be most influential to design |
| 3 | Making a place | Applying the identified features to design at all scales and stages, from a site wide masterplan through to increasing levels of detail, to create distinctive places. |

- 8.14** The Dacorum Strategic Design Guide SPD also establishes key design principles that we will expect designers to follow for all scales and types of development. We have arranged the design principles under 10 themes, each of which links a strategic aim to a checklist of practical measurable principles that designers can implement and that we can assess.
- 8.15** Major proposals provide the opportunity to meet the Dacorum design principles through the creation of new places, spaces and streets, whilst smaller applications will be expected to demonstrate that they contribute towards and support the principles for high quality urban design. Strategic Policy D1 clarifies how we will achieve this.
- 8.16** Many developments are of a small scale, such as extensions to existing properties or the replacement of single dwellings. Proposals should provide a clear design rationale, to ensure that the potential impacts of these smaller developments respect the local character and do not significantly detract from the amenities of any neighbouring property. Proposals of all sizes should also demonstrate how they have considered resilience to climate change and sustainability.

Strategic Policy D1 - Delivering High Quality Design

1. All new development must be of a high quality design that makes a positive contribution to the character of the local area and its built and natural surroundings.
2. All development must be in accordance with the Dacorum Strategic Design Guide SPD and the design principle themes and outcomes set out below:

Table 14 Design Principle Themes and Outcomes

| Principle Themes | Outcomes |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A Distinctive Place | Provide a clear narrative or vision which directs the design to reinforce local character and meet future needs, and demonstrate in an objective design rationale how the three step structured design process (Table 13) has been adhered to in order to ensure a character-led approach. |
| A Compact Place | Create compact neighbourhoods, and ensure the effective use of land in terms of a development's scale, height, massing (volume, shape, bulk), orientation, siting, site coverage, layout and landscaping. |
| A Place for All | Integrate and include for all people of varying backgrounds, socio-economic groups, ages and abilities. |
| A Connected Place | Maximise spatial, visual and functional integration with the existing settlement, in order to enhance outcomes for existing neighbourhoods and communities. |
| Great Streets and Public Spaces | Create legible public spaces and streets with active frontages that facilitate social interaction, deter crime and the fear of crime itself. |
| Great Homes | Promote high quality homes and avoid significant detrimental impacts on the amenity of occupiers of neighbouring properties. |
| Active and Healthy | Give prominence to creating healthy places and enabling active lifestyles for all. |
| Facing the Climate Crisis | Embed environmental sustainability into the design and layout of the development. |
| Flexible and Adaptable | Incorporate design that is flexible to future adaptation, including the changing needs of occupants and users, and future changes in technology. |
| For the Long Term | Sustain quality through use of high quality, long-lasting and low maintenance materials and landscaping, and proactive stewardship by, and on behalf of, the community. |

3. All development must avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.
4. The Plan's design requirements should be demonstrated by all:
 - a. Site specific masterplans;
 - b. Strategic and detailed design codes;
 - c. Policy requirements for site allocations; and
 - d. Planning applications.

Density and Height of Development

Density and Height of Development

- 8.17** Making effective use of land through higher densities and promoting higher buildings in key parts of Dacorum is a central part of our strategy to create more sustainable development. This in turn will reduce the pressure for Green Belt land. We will seek to make the best use of urban land by supporting an uplift in densities within urban areas in accordance with national planning policy. We will give particular encouragement to supporting higher densities in the most accessible locations (such as near town, district and local centres and railway stations) which offer greater access to employment, leisure and retail facilities, and passenger transport nodes.
- 8.18** The NPPF (paragraph 123) requires policies to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Guidance on achieving appropriate densities is set out in the NPPF (paragraphs 128-130).
- 8.19** Table 15 sets out average (gross) densities for different areas in Dacorum.

Table 15 Average gross densities (dph) achieved 2006-18 (consolidated ward figures)

| | |
|---------------------------------------------------|------------|
| Hemel Hempstead Town Centre | 122 |
| Tring Town Centre | 79 |
| Berkhamsted Town Centre | 44 |
| Hemel Hempstead neighbourhoods | 41 |
| Kings Langley | 43 |
| Countryside | 38 |
| Average across Dacorum Borough (all wards) | 51 |

- 8.20** Our approach is to actively encourage increases throughout the urban area. In addition, we will pursue substantial increases in density in a number of identified Opportunity Areas in Hemel Hempstead as these are the most sustainable locations for accommodating higher densities. This is followed by the other town, district and local centres within Dacorum as these locations typically have a concentration of services and facilities and are supported by better public transport.
- 8.21** Figure 13 below demonstrates how different designated areas can be intensified appropriately:

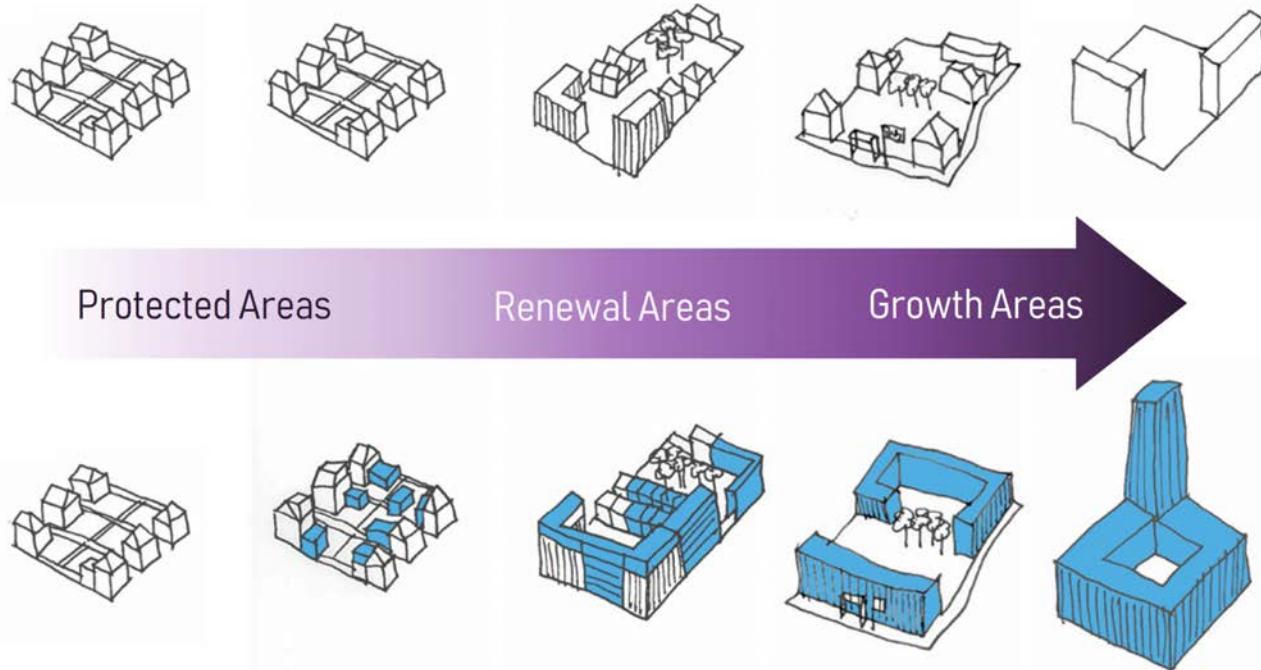


Figure 13 - Intensification of different designated areas (Source: Croydon Local Plan 2018)

Uplifting Density

8.22 The Plan's density thresholds use a minimum target or percentage uplift on the surrounding average density, whichever is greater. The percentage uplift ensures that there is always a policy imperative to exceed surrounding average densities. The range of acceptable densities is illustrated within the policy.

Height of Development

8.23 The height of buildings in Dacorum is generally modest, comprising two or three storeys at most, with the occasional four storey building. Even in Hemel Hempstead there are relatively few taller buildings. Hemel Hempstead town centre is the main exception, along with Maylands Business Park General Employment Area where historically there are a number of taller buildings. In recent years Hemel Hempstead has experienced a move to build above existing premises and in one or two instances seeking permission for higher / landmark buildings. In the Station Gateway area of Hemel Hempstead, a masterplan is being prepared that envisages a significant intensification around this transport hub through redevelopment.

8.24 This Plan seeks to encourage much greater use of land within the existing urban areas. Well-designed taller buildings will make an important contribution to this and can make a positive impact on design quality and place making. They can act as landmarks, emphasising important places and making a positive contribution to views, character and the skyline. However, taller buildings will not be appropriate in all locations, particularly in sensitive areas such as within or close to conservation areas or listed buildings.

8.25 The scope for building higher will also depend on the size of the site(s) being developed. Larger sites can be more appropriate for taller buildings as their sphere of influence relates more to their own site rather than that of their surroundings, especially where there are dividing roads or other buffers. Wider street or set backs will also increase the potential for building higher.

8.26 To ensure a successful development is achieved, proposals for taller buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration of their:

- Location and siting; relationship to context; appropriate scale, form, design and massing of the building;

- Relationship to open land or the edge of settlements;
- Impact on local character, views (including view corridors, skyline views and views of landmark buildings), and composition - how they meet the ground and the sky;
- Treatment of the public realm and how private and communal amenity space and planting is incorporated into the design; and
- Environmental impacts, such as sunlight, daylight, overshadowing and wind; and the overall sustainability credentials.

8.27 These need to be resolved satisfactorily in relation to the context and local character to ensure that a taller building integrates successfully into its surroundings and makes a positive contribution to the areas townscape whilst providing the appropriate amenity for its residents.

Policy D2 - Density and Height of Development

Minimum Density Standards

1. The Council will expect minimum density standards to be delivered on previously developed land in the following locations:
 - a. Hemel Hempstead Town Centre: 100 dwellings per hectare (net) or 30% uplift on existing densities, whichever is greater; and
 - b. Other town centre, district and local centres: 70 dwellings per hectare (net) or 30% uplift on existing densities, whichever is greater.
2. Proposals which fail to meet the minimum densities will need to demonstrate robustly why a lower density is considered acceptable.
3. Outside of the locations identified above, densities should respond to the existing character, the prevailing height and form of neighbouring properties and the overall street scene.

Heights of Buildings

4. Proposals that include taller buildings (defined as two or more storeys higher than the established building heights in the immediate area, or higher than 18 metres in total) will be expected to:
 - a. Make a positive contribution to the skyline and local character, important views, and their built and natural surroundings;
 - b. Minimise environmental impacts such as microclimate, negative wind effects and impact on watercourses; and
 - c. Prepare a Visual Impact Assessment that:
 - i. Includes accurate 3D visual representations/modelling (AVRs) of the proposal in its local and settlement context; and
 - ii. Details the overall design approach using appropriate urban design analysis;

Public Art

- 8.28** The Council support arts and culture across the Borough, recognising its contribution to the health and wellbeing of residents and the economy of the Borough.
- 8.29** Public art can be permanent or temporary, and has a wide definition that can include: decorative elements such as sculpture, murals, statues and memorials; functional artwork incorporated into the design of the environment, for example lighting, street furniture, wayfinding and other elements of the public realm; and also interventions that encourage the use of public spaces such as artist residencies, events and performances. It is a key part of local character, distinctiveness, history and community, and promotes civic pride and identity.

- 8.30** Development and regeneration provides an opportunity to add to the art and culture of a place. Planning can encourage participation and appreciation by creating high quality public spaces and enabling the use of buildings, as well as providing for new and existing publicly accessible art. It can also be a framework for conversations about difficult parts of our heritage and help build community cohesion.
- 8.31** Investment in art and the public realm was an important feature of the Hemel Hempstead New Town development, where a rich legacy of public space and sculpture survives within the town centre, as well as special features within neighbourhoods. The Heritage Improvement Study 2012⁽²²⁾ identified locations of public art and sculpture within the Hemel Hempstead Town Centre Masterplan area, and also key public spaces, design features and historical context. Elsewhere in the Borough, local conservation and character appraisals define key elements of local distinctiveness.
- 8.32** We will seek opportunities to add to our heritage and use public spaces and art to promote culture and the character of our existing places and new neighbourhoods. Where new art is to be provided, further guidance will be provided through a Supplementary Planning Document, explaining the criteria that will be used to assess proposals.

Policy D3 - Public Art

1. Development proposals affecting public art or its surroundings will be supported where the design complements the artwork and enhances its setting.
2. Major development within the Town Centre, Two Waters and Maylands Opportunity areas, and large scale development⁽²³⁾ elsewhere will be expected to include, or provide for, new public art within their proposals.
3. Proposals for new public art will be expected to:
 - a. Be of a site specific design that responds to local context, communities, place and environmental conditions;
 - b. Involve the artist(s) at the earliest possible opportunity to enable it to be most successfully integrated into the project;
 - c. Be developed through community engagement;
 - d. Be located in a public space that is accessible to all; and
 - e. Be accompanied by a funded maintenance plan setting out future ownership and management responsibilities.
4. Opportunities should be sought to utilise the design of infrastructure and other parts of the public realm to create visual interest, legibility, distinctiveness and local character.

²² Available to view at <https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/evidence-base/looking-after-the-environment>

²³ Dacorum Borough Constitution (2024) Access as: [\(Public Pack\)Agenda Document for Constitution, 18/09/2024 00:00 \(dacorum.gov.uk\)](https://www.dacorum.gov.uk/Content/Agenda%20Document%20for%20Constitution%2018/09/2024%2000%3A00.pdf)

Chapter 9. Transport and Connectivity

Transport and Movement

- 9.1** Dacorum has good transport links. It is well served by the west coast mainline railway service which links the three main towns and Kings Langley, and provides fast, regular and convenient services into London and benefits from direct access to the strategic road network including the M1, M25 and A41. However, the strategic and local road network can become congested, leading to delays, difficulties in accessing services during peak travel hours, and air quality issues in certain areas.
- 9.2** The towns also have reasonable access to inter-urban bus services. Villages that are located away from key inter-urban bus corridors are not as well served, although connectivity has recently been improved through the introduction of HertsLynx, an on demand bus service linking rural areas to key locations of employment, education, healthcare and leisure.
- 9.3** Across the Borough bus services could be improved and train stations require upgrading, alongside the need to expand and improve the existing pedestrian and cycle network.
- 9.4** The way we move around the Borough will need to change if we are going to manage the levels of growth proposed, reduce congestion on our local and strategic roads, improve air quality and tackle climate change. We need to plan for a low carbon and less car-dominated future. By moving towards more sustainable and active forms of travel, particularly for those shorter journeys within our towns and villages, where alternatives to the car are more feasible and practical. New technologies, better travel information, and emerging innovative approaches to how we travel can help us to achieve this. The change required will be profound but its effects will not be immediate.
- 9.5** Table 16 below sets out the statutory bodies and organisations involved in transport related work within Dacorum and their overall duties relating to transport.

Table 16 Transport responsibilities

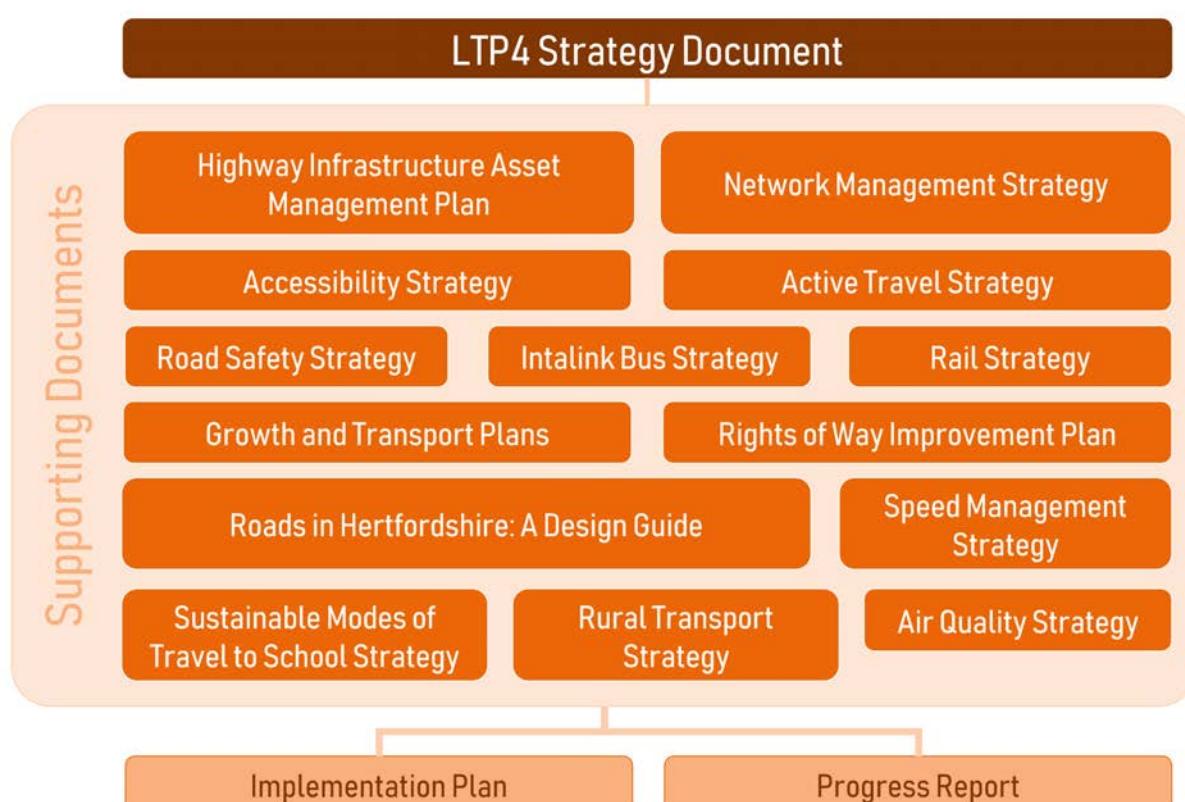
| Organisation | Responsibility |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hertfordshire County Council | Local highway authority and responsible for countywide and local transport policies, plans and programmes. |
| National Highways | Operating, maintaining and improving motorways and major A roads. |
| Network Rail | Maintaining and renewing rail infrastructure and train planning and signaling. |
| Canal & River Trust | Maintaining and developing the Grand Union Canal, its public towpaths and waterway access points. |
| London Luton Airport Operations Limited | Managing airport operations, facilities and infrastructure. Dacorum liaises over airport issues through the London Luton Airport Consultative Committee (LLACC). |
| Bus and rail service providers | Running and managing bus and rail services. |

- 9.6** The National Planning Policy Framework (paragraphs 108 - 112) acknowledges the importance of transport infrastructure in facilitating sustainable development by providing a greater range of choice for how people travel. A key part of our strategy is to locate development in areas which are or can be made sustainable by encouraging a mix of uses within a development, limiting the need to travel, wherever possible, and offering a genuine choice with the priority being on walking, cycling and passenger transport.

Local Transport Plan 4 (LTP4), Hertfordshire County Council

- 9.7** The strategy for movement is also heavily influenced by Hertfordshire County Council's Local Transport Plan 4 (LTP4)⁽²⁴⁾ that focuses on sustainable transport and improving the uptake of walking, cycling and passenger transport. LTP4 sets out the strategic vision of how transport can help to deliver a positive future for Hertfordshire and Dacorum from 2018-2031. It also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term. Hertfordshire County Council produced several strategies to support LTP4, these include the Active Travel Strategy, Bus Service Improvement Plan, Intalink Enhanced Partnership Plan and Rail Strategy⁽²⁵⁾ all of which helped to inform the approach that is being taken in the plan.
- 9.8** Following LTP4, Hertfordshire County Council developed the South West Herts Growth & Transport Plan (GTP), a transport strategy that encompasses Dacorum and its neighbouring authorities in South West Hertfordshire. The South West Herts GTP includes a range of packages for Hemel Hempstead including an East-West Corridor which will better connect the town to other major settlements in Hertfordshire along the A414 and provide enhanced facilities for walking, cycling, and buses, alongside private vehicles. This is being supported by other work by the County Council, including the A414 Corridor and Mass Rapid Transit strategies.

Figure 14 - Local Transport Plan 4 Strategy Diagram



Transport Proposals

- 9.9** Hertfordshire County Council in partnership with Hemel Garden Communities (HGC) Partners, including Dacorum Borough Council, developed the Hemel Garden Communities 2050 Transport Vision & Strategy (February 2024). This strategy sets out a high-level approach to changing movement patterns to more sustainable means across the HGC Programme Area, which includes the town of Hemel Hempstead within Dacorum as well as proposed site allocations straddling both Dacorum and St Albans District to the north and east of Hemel Hempstead. It also considers key transport links within

24 <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

25 <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/transport-policy-and-supporting-strategies.aspx#>

the wider area. The HGC Transport Vision and Strategy document aims to achieve change to active and sustainable travel modes for 40% of trips from/to/within Hemel Hempstead, and 60% modal shift from/to/within new Hemel Garden Communities by 2050, with delivery supported by the Infrastructure Delivery Plan (IDP).

- 9.10** Two further studies, a Hemel Hempstead Sustainable Transport Study and a Berkhamsted and Tring Sustainable Transport Study have been produced jointly with the County Council and other relevant bodies. These strategies are built around the Plan's site allocations and identify interventions that are needed to encourage a change in travel behaviour by offering more choice for both new and existing users.
- 9.11** The studies set out detailed transport interventions that will improve the sustainability of the local transport network, support the planned new homes and jobs, and also address more cumulative impacts. The interventions aim to improve the transport network and make it much more attractive for walking and cycling, helping to promote healthier communities. The interventions have informed the Infrastructure Delivery Plan and transport requirements for the site allocations identified in the Plan.
- 9.12** Interventions in the Berkhamsted and Tring Sustainable Transport Study focus on improvements to cycle facilities, walking and cycling network improvements, junction and crossing improvements, highways junction improvements, bus network and infrastructure improvements, traffic calming and urban realm improvements.
- 9.13** The interventions for Hemel Hempstead are along similar lines but also take into account the need for more significant interventions, such as metro and local mobility hubs, station upgrades and improvements around M1 Junction 8, to achieve the vision set out in the HGC Transport Vision and Strategy 2050. Given the scale of growth in and around Hemel Hempstead, the Plan takes into account further schemes including the A414 strategy and emerging Hertfordshire Essex Rapid Transit sustainable passenger transport network.
- 9.14** The transport interventions set out in both Hemel Hempstead and Berkhamsted and Tring Studies will inform the County-wide COMET transport modelling that identifies pressure points across the network and provide a more detailed evidence review of how and why trips are made.

Relevant Evidence and Supporting Guidance

- Hertfordshire's Local Transport Plan 4 2018-2031 (2018);
- South West Herts Growth and Transport Plan (2019), Hertfordshire County Council;
- Hemel Garden Communities Transport Vision and Strategy 2050 (2024);
- Hemel Hempstead Sustainable Transport Study (2024);
- Berkhamsted and Tring Sustainable Transport Study (2024);
- Draft Dacorum Local Cycling and Walking Infrastructure Plan (LCWIP); and
- A414 Corridor Strategy (2018), Hertfordshire County Council.

Strategic Policy TC1 - Transport and Movement

1. All development proposals will be expected to adhere to the requirements of the Hertfordshire Local Transport Plan 4 and consider in the following order of importance:
 - a. Opportunities to reduce travel demand and the need to travel;
 - b. Vulnerable road users needs (such as pedestrians and cyclists);
 - c. Passenger transport user needs (such as bus, train and taxis);
 - d. Powered two wheeler (mopeds and motorbikes) user needs; and then
 - e. Other motor vehicle user needs.
2. Major development proposals will be supported where they reduce dependency on the private car and incentivise other transport modes through the delivery of the following principles:

- a. Provide gigabit capable broadband;
- b. Promote genuine transport choice through the provision of direct, safe and convenient walking and cycling networks and the delivery of improvements to passenger transport and its supporting infrastructure so as to incentivise non-car based travel;
- c. Improve access to key services and facilities by all modes of transport and provide better integration between these modes;
- d. Where possible, provide and promote shared transport schemes; and
- e. Work with developers to safeguard land where relevant for future transport provision.

Walking and Cycling

9.15 Walking and cycling make up the two most sustainable forms of transport and feature high in the Transport User Hierarchy. These modes have a significantly smaller impact on the environment as they do not contribute to pollution levels or congestion, and the infrastructure necessary to support them is usually modest in scale.

Local Cycling and Walking Infrastructure Plan

9.16 The Council is working with Hertfordshire County Council (HCC) to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Borough, in accordance with guidance issued by the Department for Transport (DfT).

9.17 The Dacorum LCWIP represents the first stage in the Councils' aspirations to develop an active travel network across the Borough, with further LCWIPs to follow across the rest of Hertfordshire. The Dacorum LCWIP will be regularly reviewed and updated as infrastructure is delivered. The areas and routes being considered initially are those with the greatest potential for generating travel by cycling and walking.

9.18 Key outputs from the LCWIP include:

- Primary and secondary cycle network;
- Primary and secondary walking network;
- Scheme concepts; and
- Prioritised and costed list of interventions.

9.19 Paragraph 108c of the NPPF highlights the importance of transport issues being considered at the earliest stages of plan making and development proposals, in order that opportunities to promote walking, cycling and public transport use are identified and pursued. NPPF 110.d states that planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

9.20 There are also social and health benefits to encouraging people to walk and cycle - active travel is more convenient and accessible to a greater proportion of the population and can increase social interaction within a community. Well designed pedestrian and cycling networks have the ability to improve health whilst also discouraging crime, providing a further cost benefit to society.

9.21 LTP4 identifies that 53% of all journeys to work within Hertfordshire are under 10 miles and that 63% of journeys in the county are under 5 miles. This illustrates that there is considerable scope to increase the uptake of sustainable modes of travel by improving walking and cycling networks.

9.22 The Council will seek opportunities to promote healthier and more environmentally friendly travel choices. To ensure this, walking and cycling routes need to be more direct, safe, convenient and offer continuous connectivity to key services and facilities. Developers should ensure new developments are designed from the outset for pedestrian and cyclists and that they connect to and/or enhance existing networks. This should include opportunities to reduce the severance of routes and to introduce

traffic calming. The Dacorum Strategic Design Guide SPD provides examples of good practice such as the relationship between movement and place and how these factors help to determine the type of infrastructure best suited to that development or need. Interventions that are considered to be most important to the Council can be found within the Hemel Hempstead, and Berkhamsted and Tring Sustainable Transport Studies.

Policy TC2 - Walking and Cycling

1. All developments will be expected to provide and enable safe and attractive walking and cycling provision to nearby employment, essential services and community facilities, and other key destinations by the following:
 - a. Prioritising walking and cycling routes, in accordance with the Transport User Hierarchy. This should be evident in all aspects of development design, including prioritisations at all junctions, crossings or possible conflict points throughout sites. Vehicle parking (planned or informal) should ensure modes higher in the hierarchy are not negatively impacted by parking or access arrangements.
 - b. Ensuring that existing pedestrian and cycle networks (including designated and non-designated routes) are protected, enhanced and extended to better integrate into the rest of the network. New routes should be designed to be attractive, convenient, safe, secure and meet LTN 1/20 or equivalent infrastructure standards.
 - c. Ensuring that development proposals do not substantially alter existing routes to the point where safe crossing could be negatively impacted. Should this prove unavoidable provision will be required to enable safe crossing.
 - d. Creating safe, well lit, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, employment and services. In locations where there is a deterrent to pedestrians and cyclists this should be improved as far as is reasonable to do so.
 - e. Enabling opportunities to walk and cycle through sustainable travel initiatives, such as wayfinding, provision of pick up points, secure cycle parking, electric bike hire and charging, shower and changing facilities. Appropriate sustainable travel initiatives should be provided at mobility hubs and at key locations including employment sites and town and district centres.
 - f. Providing, where possible, new walking and/or cycling routes from the rural and small settlements to the larger surrounding urban areas of Hemel Hempstead, Berkhamsted and Tring.

Passenger Transport

- 9.23** Passenger transport, including bus and train services, forms the next tier of the Transport User Hierarchy, below walking and cycling. There are numerous benefits associated with passenger transport including reducing traffic congestion, maximising the capacity of the road network and helping to tackle climate change. Passenger transport is also important for social inclusion as it offers access to travel to those most marginalised in society such as young people, older people and people with disabilities and is a vital service to residents living in more rural parts of the Borough.
- 9.24** A high quality passenger transport network will be essential to changing travel behaviour to more sustainable forms of transport and meeting the Plan's modal share targets. To achieve this, both services and the supporting infrastructure need to be improved to ensure greater uptake and to remove barriers to the most vulnerable. In order to facilitate, encourage and deliver these improvements the Council, County Council and developers will need to work closely with bus and rail service operators and Network Rail (responsible for rail infrastructure). This will draw heavily upon the Intalink Bus Strategy and Bus Service Improvement Plan which details the priorities for the bus network.
- 9.25** A significant increase in rail passenger numbers is expected over the Plan period. The Plan supports major improvements to the Hemel Hempstead mainline station covering a remodeled station, new facilities for passengers and encouraging a greater use of sustainable transport for journeys to and

from the station, in a manner that is compliant with Local Transport Plan 4. This is being taken forward by site Hm08 - Hemel Hempstead Station Gateway. More details can be found in the Two Waters Opportunity Area section of Chapter 2.

Policy TC3 - Passenger Transport

1. The Council will require all development proposals to be designed to meet the needs of passenger transport operators and users. In particular the following principles will apply:
 - a. Development layouts must include direct, convenient and safe passenger transport routes which are easily accessible by foot or cycle. These passenger transport routes should be free of obstructive parking.
 - b. Passenger transport priority measures must be implemented in accordance with:
 - i. Bus priority feasibility studies;
 - ii. The Bus Service Improvement Plan;
 - iii. South West Herts Growth and Transport Plan;
 - iv. The A414 strategy;
 - v. The Hemel Hempstead Sustainable Transport Study or the Berkhamsted and Tring Sustainable Transport Study (where relevant);
 - vi. The Place and Movement Planning Design Guide; and
 - vii. Any other related studies.
 - c. Bus stops should be designed with high quality infrastructure and enable access to all users. Stops are required to be within a 400 metre walk of all dwellings, or 200 metres in town centre locations, near educational establishment or where there is significant elderly population.
 - d. Bus stops must be open to public supervision, provide shelter where appropriate, be provided on the carriageway where possible, and be designed in accordance with a safety audit.
 - e. New developments will be required to contribute proportionately towards service improvements so that the frequency and availability to travel to key destinations is enhanced and made more attractive to users, subject to viability and the existing bus network in the vicinity of the site.

Supporting and Protecting Land for Transport Interventions

- 9.26** For the Council to achieve its modal share aspirations there will likely be a need for development to directly deliver or make proportionate contributions towards infrastructure (both on-site and off-site) and/or interventions identified through the Sustainable Transport Studies. In cases where the infrastructure cannot be attributed to particular developments monetary contributions and/or delivery solutions will be sought.
- 9.27** Paragraph 108.b of the NPPF recognises the importance of considering opportunities to deliver transport infrastructure and accommodate changing transport technology and usage at the earliest stages of plan-making and when preparing development proposals.
- 9.28** The NPPF paragraph 110.c requires that, where there is robust evidence, the plan should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.
- 9.29** To ensure that the interventions identified through the Sustainable Transport Studies can be delivered during the plan period, land will need to be protected for such uses.

- 9.30** The NPPF also recognises the importance of providing adequate overnight lorry parking facilities (paragraph 113). Local and national studies have identified a critical shortfall in HGV parking in and around the M1 corridor. This in part reflects local problems experienced by the Maylands Business Park with regard to heavy freight movement and with it associated pressure for overnight lorry parking. Furthermore, the countryside often accommodates important transport services and facilities.
- 9.31** As a result, we are exploring with the landowner, the County Council and National Highways the suitability of expanding the existing Watling Street Truckstop on the A5183 to provide additional lorry parking to meet local and wider demand and improved on-site facilities and access arrangements. The proposal will help address National Highways' wider ambition to increase provision for lorry parking on the strategic road network. It will provide improved rest facilities in support of the highway safety and dedicated parking to reduce unauthorised parking and associated public nuisance.

Policy TC4 - Supporting and Protecting Land for Transport Interventions

1. Land identified through the Sustainable Transport Studies as important transport corridors or multi-modal mobility hubs will be safeguarded for transport interventions.
2. Land is also safeguarded for the provision of an expanded lorry/truck stop at Watling Street, Flamstead as identified on the adopted Policies Map.
3. Any proposals for development that may reasonably be considered to adversely impact the delivery of identified schemes should demonstrate that the proposal would not harm their implementation.

Travel Plans

- 9.32** A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action which is articulated in a document that is regularly reviewed. The NPPF paragraph 117 requires that all developments that will generate significant amounts of movement should be required to provide a travel plan, and that planning applications should be supported by a transport statement and/or transport assessment so that the likely impacts of the proposal can be assessed.
- 9.33** The Travel Plan should demonstrate how site users are being encouraged to travel in a sustainable manner, with a package of measures to support this. It should set both objectives and targets, with accompanying monitoring, management and enforcement approaches. Travel Plans should be produced with regard to the most up to date Hertfordshire County Council Travel Plan Guidance. The criteria for Transport Assessment is presented in the County Council's Movement Planning and Design Guidance.
- 9.34** Monitoring of the Travel Plan's progress should take place on an annual basis for a minimum of five years following full occupation for residential developments, or first occupation for workplace or commercial developments. Travel Plans for education establishments should be monitored for a minimum of seven years following first occupation. A Travel Plan Review document, covering results, implementation updates and recommended revisions, should be shared with Hertfordshire County Council within 30 days of data collection, and this will be assessed and recorded in Hertfordshire's Travel Plan monitoring system. The Council will secure a fee which covers auditing and supervision of Travel Plans by Hertfordshire County Council.
- 9.35** Alongside discussions with Dacorum Borough Council, applicants are encouraged to engage with the Highway Authority (Hertfordshire County Council) via the transport pre-application advice service to discuss and agree the appropriate level of assessment and the need for other related documents to be provided, such as Construction Management Plans and Delivery and Servicing Plans.

Policy TC5 - Travel Plans

1. Applications for major development or other proposals that are likely to result in a significant amount of transport movement must be supported by a full Travel Plan or Travel Plan Statement. This must:
 - a. Be prepared in accordance with Hertfordshire County Council's most up to date Travel Plan Guidance;
 - b. Include a clear set of objectives for how the proposal will meet the requirements of Local Transport Plan 4; and
 - c. Where proposals are likely to result in significant change to the local highways network, identify appropriate mitigation that complements wider infrastructure measures in conjunction with the Hertfordshire County Council's Transport teams.
2. Mitigation, including delivery and monitoring, will be secured through S106 planning obligations.

Parking Provision

9.36 Paragraph 111 of the NPPF sets out policies that local parking standards for residential and non-residential development, should take into account. Paragraph 112 requires that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of the NPPF).

Residential Parking

9.37 The Council will take a proactive approach to the provision of parking availability in new development. The amount of parking provision associated with development can have a significant effect on travel behaviours and how people access the development. Similarly, the restriction of provision at destination points, where properly managed, can lead to greater use of sustainable transport from place of origin instead of car usage. Furthermore, there are benefits in applying stricter parking standards in terms of the reduction in congestion and harmful vehicle emissions and allowing more effective use of urban land.

9.38 In accordance with national policy, the Council will consider reducing residential parking provision in sustainable locations where there are viable alternatives available to residents and visitors. Such locations include those within the town centres and close to railway stations, such as at Hemel Hempstead railway station (see the Hemel Hempstead Garden Communities Delivery Strategy for further details).

9.39 Parking should be designed and located so that it is safe, secure and convenient for users, and is sensitive to its local context in terms of surfacing, lighting and landscaping. Detailed guidance on the design and location of parking is provided in Dacorum Parking Standards Supplementary Planning Document, Hertfordshire County Council's Place and Movement Planning and Design Guidance and the Dacorum Strategic Design Guide SPD.

Non-Residential Parking

9.40 The mix of uses in established employment areas, and other areas such as town centres, is changing due to the relaxation of planning policy and permitted development rights. We are beginning to see more diverse uses which provide services and facilities to support businesses and employees. These include hotels, restaurants and cafes, hot food takeaways and gyms. This increase can ensure that an area serves a purpose throughout the day and can reduce the need for people to travel further or during peak times to access services. Therefore, commercial parking standards need to reflect such changes in the use of employment and other areas.

- 9.41** Paragraph 113 of the NPPF states 'Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance'. The Council is looking at ways this can be addressed within the Maylands Business Park and also assessing opportunities for this to be accommodated through the expansion of the truck stop facilities at Junction 9 of the M1.

Policy TC6 - Parking Provision

Residential Development

1. All residential development will be required to provide parking in accordance with the adopted standards contained within the Parking Standards SPD in order to encourage a shift towards more sustainable and active forms of movement.
2. In addition to meeting the requirements of the Council's adopted standards, all parking provision will be expected to:
 - a. Be safe with convenient pedestrian access;
 - b. Not dominate the street scene and be adequately screened and broken up by soft planting to mitigate its visual impact; and
 - c. Give consideration to natural surveillance, and where possible be visible from surrounding dwellings.
3. The Council will support the development of car club networks within the Borough for major developments.

Non-Residential Development

5. All non-residential development will be required to provide parking in accordance with the adopted standards contained within the Parking Standards SPD in order to encourage a shift towards more sustainable and active forms of movement. In addition to meeting the requirements of the Council's adopted standards car parking will be expected to:
 - a. Provide shared parking areas between different commercial uses where possible provided there is sufficient provision for each use at peak periods.
 - b. Provide an appropriate amount of active and passive Electric Vehicle charging points.
 - c. In the case of commercial (including retail) developments provide adequate lorry, commercial service vehicle and/ or coach parking and maneuvering. This will be assessed through a Transport Assessment or Transport Statement and as detailed through the 'Roads in Hertfordshire: highways design guide' and Hertfordshire County Council's Place and Movement Planning and Design Guidance;
6. Additionally, commercial development will also need to provide cycle and motorcycle parking in the most beneficial location for users and provide changing facilities suitable for the level of parking expected.
7. The loss of existing lorry and other parking in general employment areas will be supported where:
 - a. These are no longer needed for the current operator's use; and
 - b. The impact of the loss of provision will not give rise to unacceptable impacts on the local highway network or amenity and appearance of the area as a result of parking on the roadside or on verges.

Chapter 10. Healthy Communities

Health and Wellbeing

- 10.1** The health and wellbeing of our communities is crucially important to delivering long term sustainable development and placemaking. Therefore it is one of the three pillars of our vision for Dacorum. Health and wellbeing encompasses physical and mental health and social wellbeing. By enabling access to good quality services and facilities for residents of all ages and backgrounds, the Plan can support all of Dacorum's communities in living full, productive and prosperous lives. The policies detailed in this chapter will work towards achieving our objectives of: supporting community health, wellbeing and cohesion; delivering Dacorum's future with homes for everyone; conserving and protecting the natural and historic environment; and ensuring an attractive and valued built and historic environment.
- 10.2** Figure 9 shows the determinants of health. Many of these factors can be influenced by planning through its role in regulating land use. Planning and health need to be considered together in two ways: by creating environments that support and encourage healthy lifestyles; and also by identifying and securing the social, recreational and cultural facilities and services that the community needs.

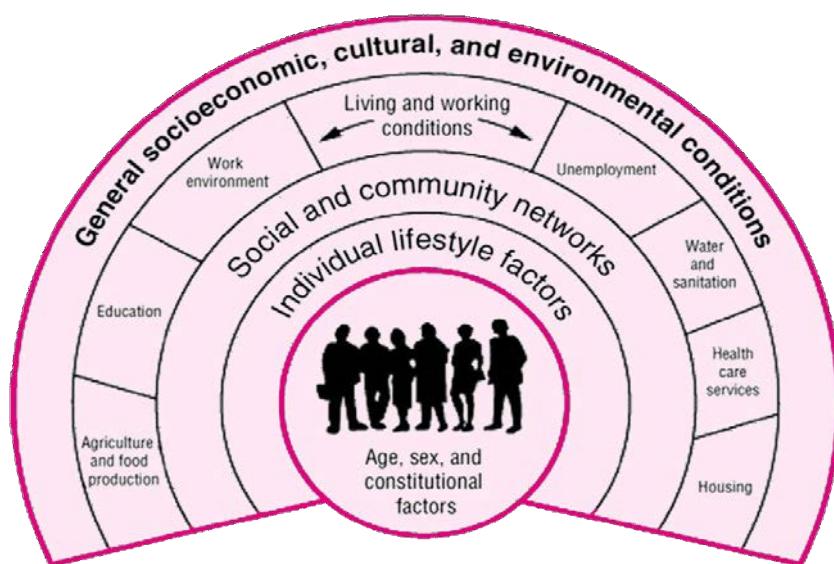


Figure 15 - Determinants of Health (Source: The Wider Determinants of Health. L: Dahlgren and Whitehead (1991) R: Barton and Grant (2006))

- 10.3** National Policy and Guidance clearly establishes that the design and use of the built and natural environments are key determinants of health and wellbeing (NPPF, paragraph 135f), and that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction and healthy lifestyles (paragraph 96).
- 10.4** The Plan's health and wellbeing policies draw on the following evidence documents:
- Indoor Leisure Facilities Needs Assessment March 2019;
 - Leisure Facilities Strategy May 2019;
 - Open Space Study Assessment Report July 2019;
 - Open Space Study Standards Paper July 2019;
 - Playing Pitch Strategy and Action Plan June 2019;
 - Playing Pitch Strategy Assessment Report April 2019;
 - Playing Pitch Strategy Annual Update 2021; and
 - Playing Pitch Strategy Annual Update 2023.

- 10.5** Hertfordshire's Health and Wellbeing Board has published the Health and Wellbeing Planning Guidance to support councils. This provides recommendations and advice on how development can enhance the physical and mental health of the community.

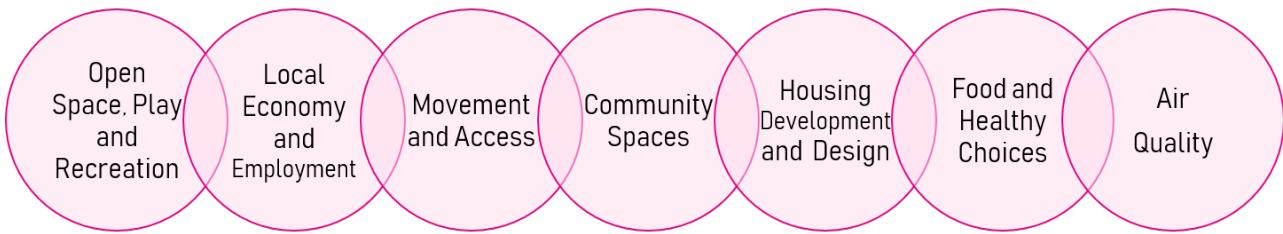
Strategic Policy HC1 - Health and Wellbeing

1. The Plan will create healthy and sustainable communities, supported by high quality environments designed to encourage activity and social connections.
2. The Plan will meet the Borough's needs for health by enabling the strategies of health care providers, and increasing the capacity and quality of health and social care facilities.
3. The policies of the Plan will contribute towards reducing health inequalities, promoting active lifestyles and creating a healthier Borough for all by:
 - a. Requiring development to deliver positive health benefits, to be demonstrated through the submission of a health impact assessment for certain types of development;
 - b. Requiring development to make financial contributions towards, or deliver, additional health provision;
 - c. Ensuring there is sufficient capacity and access to education and early years provision;
 - d. Protecting sport, leisure and community facilities, and seeking new or enhanced provision to meet local needs;
 - e. Protecting open space, and requiring development to deliver new high quality and accessible public open space, with provision for play, and space to interact with nature; and
 - f. Providing opportunities for residents to be part of the stewardship of local community assets.

Health Impact Assessments

- 10.6** A Health Impact Assessment (HIA) is a way of enabling planning to take health into account when making decisions. It uses a combination of procedures, methods and tools that assess the potential, and sometimes unintended, effects of a policy, plan, programme or project on the health of a population and the distribution of those effects within the population. Having considered both positive and negative health impacts, the HIA then identifies appropriate actions to manage those effects. Identifying existing health inequalities and ensuring that these are not increased further by proposed developments, should be a key consideration.
- 10.7** The need to consider these impacts was introduced through the 2017 Environmental Impact Assessment (EIA) Regulations, which require all EIAs to consider the impact on human health. However, as EIAs are by definition focused on environmental concerns, they cannot holistically assess health impact. Hertfordshire Public Health has identified that undertaking a Health Impact Assessment (HIA) can be an appropriate mechanism for meeting these regulations effectively.
- 10.8** The diagram below shows the seven key areas where planning can have the greatest impact on health (as identified in the Hertfordshire Health and Wellbeing Planning Guidance).

Figure 16 - Seven Key Areas where Planning Effects Health



- 10.9** Our Health Impact Assessment policy has been shaped by the Hertfordshire Health and Wellbeing Strategy, the Hertfordshire and Wellbeing Planning Guidance, and the Hertfordshire County Council Position Statement: Health Impact Assessments. It focuses on larger forms of development, as these are likely to have the greatest impact on health and wellbeing. Where development falls below the threshold for undertaking a Health Impact Assessment, it should still be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities.
- 10.10** A guidance note detailing the process of conducting a Health Impact Assessment will be provided separately.

Policy HC2 - Health Impact Assessments

1. A Health Impact Assessment (HIA) will be required from the following new developments:
 - a. Major residential developments of 100 units and above;
 - b. Developments subject to an Environmental Impact Assessment⁽²⁶⁾; and
 - c. Non-residential developments that meet the criteria of Policy HC2.2 where Health Impact Assessment Screening has identified that impacts warrant a comprehensive health impact assessment.
2. Screening for a Health Impact Assessment will be required for the following non-residential developments not subject to an Environmental Impact Assessment:
 - a. Developments in which the area exceeds one hectare;
 - b. Industrial estate developments in which the area exceeds five hectares; and
 - c. Developments which include uses for education, health and social care, leisure or community services.
3. All development subject to a HIA must demonstrate how the positive impacts on health, wellbeing, and safety it can deliver are maximised, and how any unavoidable negative impacts will be reduced and mitigated.

Education

- 10.11** Access to education, including Special Educational Needs and Disabilities (SEND), is a key contributor to a sense of community and to achieving social and economic wellbeing. It is important that access is available to all, from the very young through to adult learning opportunities. Schools and places of learning are often the focus of a community, particularly where early years education, extra-curricular activities or public access to facilities are offered.

26 <https://www.legislation.gov.uk/uksi/2017/571/introduction/made>

- 10.12** Ensuring that sufficient school places are available to support development is an integral part of delivering sustainable communities. The Government is committed to ensuring that there is sufficient provision to meet growing demand for school places, through increased choice and opportunity in state funded education. This commitment is reflected in the NPPF (paragraphs 99 and 100) that requires local planning authorities to give full and thorough consideration to enabling the development of schools in their planning decisions.
- 10.13** The Plan signals significant growth and this will need to be matched by an increase in school places and investment across each education tier, as necessary, to ensure there are enough places to serve the Borough's students within their community. We will support the delivery of high quality education, learning and training facilities, working collaboratively with providers to ensure the needs of our current and future residents are met.
- 10.14** Hertfordshire County Council has a statutory duty to ensure sufficient school places are provided within its area. It also has a duty to provide sufficient childcare for working parents who are studying or in training or employment. One of its priorities is to maintain a strong, sustainable childcare market to improve outcomes for young children and support parents to continue working and/or return to work. To support education and childcare needs, we have identified locations for new schools across the Borough, alongside education requirements in the Infrastructure Delivery Plan. Hertfordshire County Council's Service Provision and Place-Making Guide provides detail on requirements for school design that developers are recommended to engage with Hertfordshire County Council on these requirements prior to a planning application being submitted.
- 10.15** A small number of state and independent schools fall in the Green Belt, particularly on the urban edge of settlements. The NPPF does not specifically identify new school buildings as an appropriate form of development in the Green Belt. However, the NPPF does allow greater flexibility for infilling and redevelopment of previously developed land in the Green Belt which should provide scope for such schools to expand without the need in every case for very special circumstances to be demonstrated. In addition, the Council will support new school facilities in the Green Belt, wherever possible, provided there is a clear evidence of need and it can be demonstrated that the impacts of new buildings and activities do not adversely affect the objectives of the Green Belt.
- 10.16** As schools within our settlements usually sit within an open setting, the Plan has designated many of these sites as Open Land under Policy NE12 - Open Land. Normally, the Plan seeks to maintain the open character of such sites and protect them from development. However, the Council will apply the approach flexibly to support new school facilities where need is fully evidenced and the integrity of the Open Land is maintained.

Policy HC3 - Education

1. Development that will increase education needs will be required to provide or contribute towards additional facilities.
2. Applicants will be expected to work in partnership with the appropriate education authority, and other neighbouring local authorities as required, to ensure there are sufficient education facilities, including Special Education Needs and Disabilities, available to serve new housing developments.
3. Proposals for new or extended education facilities for all ages will be supported, where:
 - a. They are in an accessible location, served by a choice of sustainable travel options;
 - b. Safe drop off and pick up provision is demonstrated;
 - c. Facilities are of a high-quality of design and specification to accommodate wider community needs, following Sport England and other guidance as appropriate;
 - d. Outdoor recreation space and playing fields are provided or retained; and
 - e. Community use of the facilities, where appropriate, is secured by a legal agreement.

Sport and Leisure

- 10.17** Access to opportunities to participate in physical activity and exercise is essential to delivering healthier, more active and inclusive communities. The Plan seeks to protect sport and leisure facilities including outdoor playing pitches, artificial grass pitches and athletics provision, in addition to indoor leisure facilities such as swimming pools and sports halls, in accordance with the NPPF (paragraph 97).
- 10.18** Population growth can have a significant impact upon existing sport and leisure facilities, putting pressure on existing resources. Planning guidance requires local authorities to base policies on an up-to-date assessment of community needs, which should be derived from Sport England or National Standards for provision. To achieve this we have undertaken a technical evaluation of sport and recreation facilities across the Borough. The Playing Pitch Strategy (2019) and its associated updates (2021 & 2023), and Leisure Facilities Strategy (2019) looked in detail at existing provision across the Borough, its quality, distribution, use, participation trends and sport initiatives, before considering the impact of future growth, following Sport England's best practice methodology.
- 10.19** We will expect development to provide for the needs of new residents to ensure all sectors of the community have good access to sport and leisure facilities. In addition to using our existing evidence base, our planning for new provision will also be informed by sports specific strategies and our new Leisure Strategy for Dacorum. Facilities within schools and colleges can provide a valuable contribution towards meeting local sport and leisure needs. Where new facilities are proposed as part of education provision, we will encourage their use by the wider community.

Policy HC4 - Sport and Leisure

1. The loss or change of use of land currently in use for sport, playing pitch or leisure provision will only be permitted where:
 - a. An assessment has been undertaken which clearly shows the sport or leisure provision to be surplus to requirements; or
 - b. The loss resulting from the proposed development would be replaced with equivalent or better provision in terms of quantity and quality (either on site or suitably relocated); or
 - c. The development is for alternative sport or leisure provision, the benefits of which clearly outweigh the loss of the current or former use.
2. New development will be expected to contribute proportionately towards additional or enhanced sport, playing pitch and leisure facilities provision, either on-site or through financial contributions to off-site facilities. These needs and financial contributions will be assessed using the Council's most up-to-date evidence and Sport England's Calculators.
3. Where new sports pitches are proposed as part of a development, details of long term funded management and maintenance arrangements will be required and, where appropriate, secured by condition.
4. The specification and construction of new sports pitches must conform to technical guidance provided by Sport England or the relevant National Governing Body to be evidenced through quality control measures.
5. Sport and leisure provision within General Employment Areas will be encouraged, where it is ancillary to the overarching use of the site.
6. The co-location of facilities within sports, leisure and community hubs will be supported the use of community use agreements will be encouraged and, where necessary, secured by legal agreement.

Open Space Provision

- 10.20** Open space in all its forms is essential to creating great and sustainable places to live. It plays a key role in the health and wellbeing of communities, by promoting healthy lifestyles and providing opportunities for reflection and relaxation, in addition to improving air quality and cooling urban areas. It is therefore important that existing open space is protected and that new development plays a role in delivering appropriate green infrastructure to serve new residents.
- 10.21** To understand our local needs we undertook a Borough wide open space assessment using the typologies of parks and gardens, amenity greens, natural and semi-natural greenspace, provision for children and young people, allotments, cemeteries and green corridors. Our Open Space Study evaluated existing open space provision, its condition, distribution and overall quality, using Fields in Trust's recommended benchmark guidelines.
- 10.22** All new residential development will be required to contribute towards open space needs, by applying the Council's standards for provision. Open space should be incorporated into new development from the earliest design stage and be in accordance with Dacorum Design Guidance.
- 10.23** The NPPF gives communities the opportunity to identify Local Green Spaces (LGS) which are of particular importance to them (paragraph 99). This land can then be protected through designation in local and neighbourhood plans, which affords a similar protection to that of Green Belt policies. The Kings Langley Neighbourhood Plan 2020-2038 has identified 12 sites as LGS, with the Bovingdon Local Plan 2022-2038 identifying nine sites. More LGS may be identified through neighbourhood plans for other towns and parishes.
- 10.24** New open space will also be provided in the form of Suitable Alternative Natural Greenspace (SANG) which will be designed as a destination for informal recreation, helping to protect the Chilterns Beechwoods Special Area of Conservation from additional pressure generated by housing growth. Current and future SANGs will be protected as open space in perpetuity. Where a development provides a bespoke SANG on-site, the quantum of semi-natural green space to be provided will be based on Policy NE5 - SANG Principles.

Policy HC5 - Open Space Provision

1. All development should enhance or improve open space for leisure, recreation or nature recovery.
2. Development on or affecting open space will not be permitted unless:
 - a. The Plan's open space provision and accessibility standards continue to be met within the settlement of the proposed development, or
 - b. The loss is mitigated through new open space being provided to an equivalent or better standard in an accessible location; or
 - c. The proposal is for alternative open space, sport or recreational provision, the benefits of which clearly outweigh the loss.
3. All new residential development of 25 homes or more will be required to comply with the Plan's open space provision standard of 3.2 ha per 1000 population and deliver play space in accordance with the following thresholds:
 - a. Local Area of Play (LAP) - 25 homes;
 - b. Local Equipped Area of Play (LEAP) - 70 homes;
 - c. Youth/Multi-Use Games Area (MUGA) - 200 homes; and
 - d. Neighbourhood Equipped Area of Play (NEAP) - 500 homes.
4. Where a development is providing an on-site Suitable Alternative Natural Greenspace, the provision of natural and semi-natural greenspace will be 8 ha per 1,000 population.

5. New residential developments of 700 homes or more will be required to deliver allotment or community garden space of 0.25 ha per 1,000 population, in addition to the open space and play provision requirements set out above.
6. The specific form and mix of open space provision will be determined by local needs and the Fields in Trust's recommended benchmark provision and accessibility standards. Open space that contributes towards achieving the standard should meet the criteria of the relevant Fields in Trust typology and provide a connected, usable area. Sustainable drainage infrastructure that is unsuitable for informal recreational use will not count towards open space provision. Where the open space provision requirements cannot be delivered on-site, contributions will be sought towards improving or delivering open space off-site, within reasonable proximity of the development.

Table 17 Fields in Trust recommended benchmark provision and accessibility standards for open space

| Type of Open Space | Hectares per 1,000 population | Accessibility | Time Equivalent |
|----------------------------------------------------------------------|-------------------------------------------------------------|---------------|-----------------------|
| Parks & gardens | 0.80 | 710m | 9-minute walk time |
| Natural & semi-natural | 1.80 | 720m | 9-minute walk-time |
| Amenity green space | 0.60 | 480m | 6-minute walk time |
| Play areas and provision for young people (minimum activity area ha) | LAP (0.01) LEAP (0.04) NEAP (0.1) MUGA/Youth (0.1) | 100m | 1-minute walk time |
| | | 400m | 5-minute walk time |
| | | 1,000m | 12.5-minute walk time |
| | | 700m | 9-minute walk time |
| Allotments | 0.25 | N/A | N/A |

Community Facilities

- 10.25** National guidance expects Local Planning Authorities to plan positively for the provision and use of shared space, community facilities and other local services, as part of delivering the social, recreational and cultural services and facilities that a community needs. Dacorum supports a diverse range of public and private community facilities in its towns and villages, which often underpin our local, neighbourhood and village centres. They are highly valued by local communities, especially by residents who live in rural areas or do not have ready access to transport.
- 10.26** Community facilities include a range of social infrastructure that provide services to the community such as local shops, meeting places, community buildings, cultural buildings, public houses and places of worship. Education facilities, open spaces (such as allotments and play areas), and sport facilities (such as sports pitches and leisure centres), are also important community facilities. These are addressed in policies HC3, HC4 and HC5.
- 10.27** Planning can help co-ordinate the provision and funding of new facilities in accessible locations, to meet the additional demands and needs created by population growth and demographic change. It can also safeguard against the loss of existing facilities through redevelopment and change of use, which could prove damaging to the fabric of local communities.
- 10.28** Facilities in new development can help create community cohesion, provide essential services for residents, and are a crucial part of effective place-making. It is essential that these are brought forward in a timely fashion to meet the needs of the new occupiers as they arise. We will expect larger site allocations to directly provide a range of community facilities to serve existing and new communities and for these to be located within new local centres.

- 10.29** In certain circumstances, site redevelopment will require the relocation of existing community uses. Re-provided facilities should be within the relevant catchment area and should result in quality and access improvements. Proposals should also demonstrate that the quantity of floorspace will at least be kept at the same level as the existing uses and, where possible, it should be increased. Applicants must also demonstrate that re-provided facilities would be adequate to ensure the continued viability of the use where relevant.

Policy HC6 - Community Facilities

1. Proposals that provide, expand or improve community facilities will be supported.
2. Proposals that would result in the loss or change of use of existing community, cultural, leisure, recreation or health facilities will only be permitted in exceptional circumstances, where:
 - a. Equivalent or better alternative provision is made and conveniently located in relation to the lost facility; or
 - b. The development is for an alternative community facility, where the benefits of which clearly outweighs the loss, and it can be clearly demonstrated that there is no longer a need or market demand for the existing type of provision; or
 - c. The loss can be offset by the presence of nearby facilities;
 - d. It can be clearly demonstrated that there is no longer a need or market demand for the existing type of provision or an alternative community use.
3. Proposals for new community, cultural, leisure, recreation or health facilities will be expected to be:
 - a. Located in suitable and accessible locations, served by a choice of sustainable travel options;
 - b. Co-located with other community facilities where such opportunities exist;
 - c. Of an appropriate scale to meet demonstrated demand and needs;
 - d. Designed to be accessible to all sectors of the community;
 - e. Where applicable, brought forward in tandem with the rest of the development to ensure they are available for and complementary to the new and existing community from the start of occupation; and
 - f. In accordance with community facilities providers strategies and guidance.
4. All new development will be expected to contribute proportionately towards meeting the needs for community facilities by:
 - a. Making a financial contribution towards either off-site provision, or the improvement or expansion of existing off-site facilities; or
 - b. For larger developments, providing facilities on-site, along with a funded management and maintenance plan.
5. Proposals within the curtilage of a community facility must demonstrate that the continued operation and viability of the facility would not be compromised.
6. Applicants will be expected to work in partnership with appropriate providers to ensure the needs arising from the development are met.
7. The multiple use of new and existing facilities will be encouraged wherever possible. The use of Community Use Agreements will be sought where appropriate.

Community Stewardship and Management

- 10.30** We support the involvement of residents and businesses in the long term management and stewardship of community assets, such as open space and community facilities. An active role for residents in managing these assets will help deliver the social objectives of sustainable development, as set out by the NPPF (paragraph 8) by building community capacity, cohesion and identity. It will also help to secure the long-term management and maintenance of, and safeguard access to, new facilities, to ensure our neighbourhoods remain great and vibrant places to live.

- 10.31** In particular this will be a requirement within large site allocations. Elsewhere Active Local Stewardship that promotes the community ownership of land and long term stewardship of assets, alongside a role for the Council, will be encouraged.
- 10.32** Further information on the Council's open space and grounds maintenance standards can be found in Policy NE11 - Landscaping and Tree Planting on Development Sites.

Policy HC7 - Community Stewardship and Management

1. Development proposals that include new open space or community facilities will be expected to set out a long-term strategy for their management and maintenance to ensure quality and access is safeguarded for the future. This will be secured by condition or legal agreement. The maintenance of open spaces should be in accordance with the Council's guidance on open space quality and maintenance.
2. On site allocations, opportunities for the long-term stewardship of local assets should be explored through early engagement with the local community and the Council. Where appropriate, details of the stewardship strategy should be provided at the application stage and include stewardship objectives and funding arrangements, in accordance with the Council's stewardship guidance.
3. Where the Council is involved in the stewardship or maintenance of a development, a commuted sum will be required, to be secured by a legal agreement. This will require the submission of a site plan, management plan, maintenance schedule and measurement details for assessment against applicable rates.

Chapter 11. Infrastructure Delivery and Monitoring

Delivering the Infrastructure to Support Growth

- 11.1 A key requirement of the Dacorum Local Plan is to ensure that there is sufficient and appropriate infrastructure in place to meet the planned growth. This needs to consider both the individual requirements arising from developments and also address the cumulative impact of growth across the Borough.
- 11.2 In order to identify the infrastructure need we prepared an Infrastructure Delivery Plan (IDP). The IDP identifies the essential infrastructure required to deliver our growth aspirations and requirements, prioritising these according to their importance in delivering the growth strategy and setting out when infrastructure is required and how it will be funded.
- 11.3 The term infrastructure covers a wide variety of services and facilities provided by private and public bodies and includes:
- transport infrastructure (rail, roads, cycle routes, buses, footpaths/pedestrian links);
 - utilities and flood management infrastructure – water supply and treatment, flood prevention and drainage, waste disposal and energy;
 - telecommunications infrastructure including high-speed broadband;
 - community infrastructure – schools, sport, cultural and recreation facilities, healthcare, childcare, public transport, emergency services, social care facilities, community buildings, places of worship and associated facilities, and community recycling facilities; and
 - green infrastructure including multi-functional green spaces, ecological enhancements, open green spaces (e.g.parks, allotments, and country parks).
- 11.4 The production of an IDP is an iterative process as infrastructure is continually being delivered through the development management process. An IDP has been produced following extensive consultation with stakeholders and infrastructure providers.

Strategic Policy ID1 - Delivering the Infrastructure to Support Growth

1. All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal in order to:
 - a. Meet the needs arising from the development so as to avoid placing an additional burden on the existing infrastructure;
 - b. Avoid or mitigate adverse social, economic and environmental impacts arising from the proposed development; and
 - c. Make good the loss or damage of social, economic and environmental assets arising from the proposed development.
2. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site.
3. The timing of the provision of the infrastructure should be linked directly to the phasing of the development to ensure that infrastructure is provided in a timely and comprehensive manner to support new development. The phasing will be determined in relation to the needs of each development and the overall requirements to mitigate growth in that settlement. In ensuring the timely

- delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan, which will be updated over the Plan period to ensure project information remains up to date and relevant to all other policies of this Plan.
4. It is expected that infrastructure requirements set out in the Infrastructure Delivery Plan will be delivered. However, where it can be demonstrated that the infrastructure requirements could render the development unviable, proposals for major development should be supported by an independent and transparent viability assessment that accords with Planning Practice Guidance. Where viability constraints are demonstrated by evidence, the Council will:
 - a. Prioritise developer contributions for critical, essential and required infrastructure based upon the detail of requirements outlined in the Infrastructure Delivery Plan; and/or
 - b. Use an appropriate mechanism to defer part of the developer contributions requirement to a later date; or
 - c. As a last resort, refuse planning permission if the development would be unsustainable without the inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including the Community Infrastructure Levy.
 5. Further guidance will be produced to provide more detail on the Council's approach to securing developer contributions.

Monitoring and Review

- 11.5 Effective monitoring is essential to ensuring that the policies in the Plan remain relevant, up to date and are achieving their aims. The Council will prepare a yearly monitoring report which will measure and report on their effectiveness and establish a monitoring framework against which we will assess policy performance. The indicators and targets are set out in Appendix 13. We will also identify actions in cases where policies are not achieving their aims, and we will consider whether policies need adjusting or replacing either because they are not working as intended, or where they need changing to reflect changes in national policy, guidance, emerging best practice or local circumstances.
- 11.6 As required by the Duty to Cooperate, we will give consideration (including through a review of the Plan where appropriate) to helping to meet the needs (such as housing, employment or infrastructure) of other local planning authorities where it is clearly established through the Plan evidence gathering process that those needs can only be met through provision in Dacorum. At the very least, within five years of adoption we will decide whether we need to update the Plan, taking account of the outcome of the South West Herts Joint Strategic Plan.

Strategic Policy MON1 - Monitoring and Review

1. The policies in the Plan will be monitored at least annually to assess if they are fulfilling their aims.
2. The Plan will be subject to partial or complete review in any of the following circumstances:
 - a. Site allocations are not delivering new homes at the rate anticipated in the housing trajectory, leading to new housing development not being delivered at the rate set out in the Plan;
 - b. Evidence established through another local planning authority's Local Plan process shows that its unmet need can only be accommodated in Dacorum;
 - c. Significant changes in national planning policy and guidance that mean one or more of the policies in the Plan are out of date or in major conflict with National Guidance; or
 - d. Evidence in the monitoring report shows that one or more of the policies in the Plan is frustrating the delivery of the Plan's objectives or is working contrary to effective planning in the Borough.

Chapter 12. Site Allocations

Introduction

12.1 Each allocation contains the following information:

1. The reference, location and size of the site in hectares, and the indicative delivery timescale;
2. The key land use requirements of the site, including indicative residential capacities where relevant; and
3. The 'site specific' requirements for development.

12.2 The site specific requirements outlined in the subsequent section of the Plan encompass a combination of on-site provisions and considerations that facilitate scheme design by highlighting key constraints, and identifying the need for any specific assessments and mitigation, tailored to individual sites. All allocations must adhere to their relevant site requirements in addition to the policies within the Local Plan. The absence of mention of a study or mitigation measure within the site specific requirements does not imply that such requirements are not needed if a planning application were to be submitted.

12.3 Site capacity is an estimate of the expected level of development, and the appropriate capacity may be higher or lower than that indicated following the completion of more detailed technical work following allocation.

12.4 Appropriate types of development or land uses are identified for each site allocation. For sites allocated for mixed use development, other ancillary uses may be acceptable where they are compatible with and positively contribute towards the objectives of the area, particularly where a site is located within a designated Opportunity Area, as set out in Policies HGC-3, HGC-4 and HGC-5.

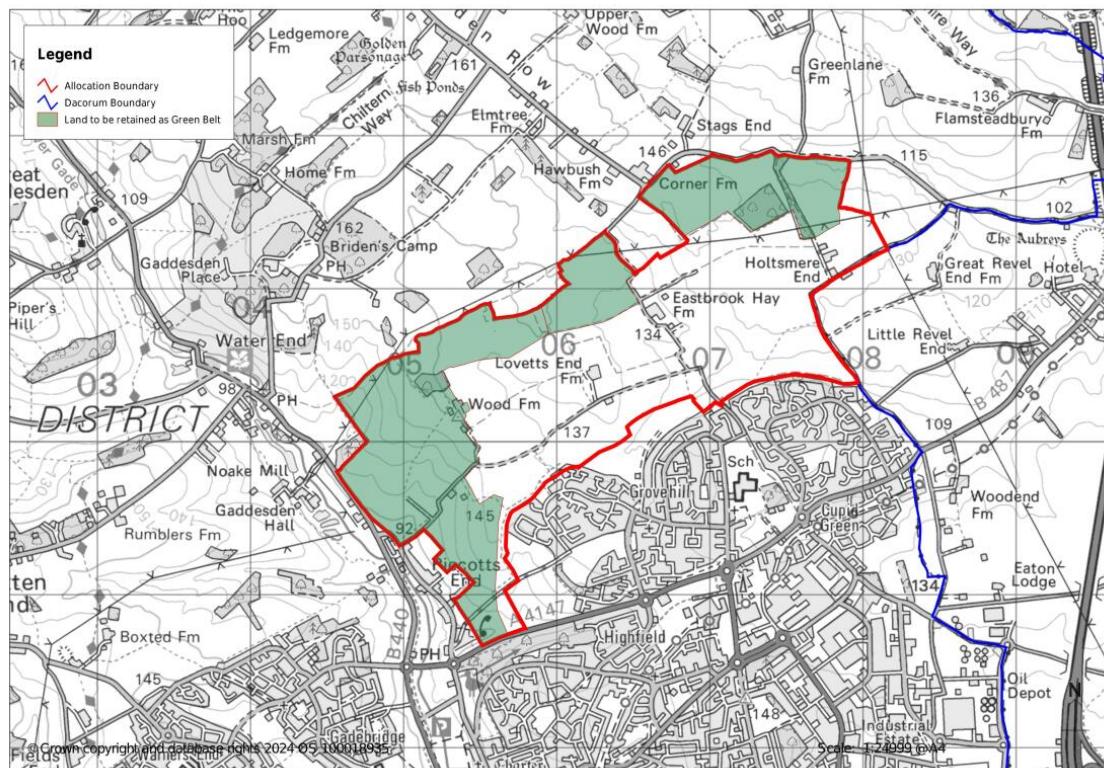
Strategic Policy SA1 - Allocated Sites

1. Planning Permission will be granted for allocated proposals that:
 - a. Accord with the policies in the Local Plan;
 - b. Deliver the uses identified and address the key development considerations for each site;
 - c. Provide appropriate mitigation measures for issues identified; and
 - d. Where appropriate, have regard to any Supplementary Planning Document or development brief that affects the site.

Hemel Hempstead

North Hemel Hempstead Growth Area

Hm01 - North Hemel Hempstead Growth Area



| | |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 455.28 hectares comprising <ul style="list-style-type: none"> 204.02 hectares of land to be retained in the Green Belt 251.26 hectares of land to be released from the Green Belt |
| Timescale | From 2032/33 |

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| Key development and land use requirements | <ul style="list-style-type: none"> • Around 1,500 dwellings by 2041, with up to 3,500 additional homes (to include provision for older people) to be delivered beyond the plan period subject to masterplanning. • Three 3FE and one 2FE primary schools (including nursery provision on three). • One 8FE secondary school. • Suitable Alternative Natural Greenspace (at least 96ha) to include a new country park. • A new Northern Sustainable Transport Corridor through the site linking Leighton Buzzard Road / Link Road and Redbourn Road (linking with allocations in St. Albans City and District Council). • A range of new retail and community facilities, involving a new district or local centre with a medium or large supermarket, and also smaller scale local or neighbourhood centres to serve day-to-day needs. • Retention of ancient woodland within the site. • Public open space. • A Gypsy and Traveller site for 8 pitches. |
| Site Specific Requirements | |
| <p>Green network</p> <ol style="list-style-type: none"> 1. Green and blue infrastructure provision that includes contribution to the SANG required across the growth areas and BNG requirements (which aims to exceed the minimum target of 10%). SANG should include the provision of visitor facilities for new and existing communities. The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Appropriate contributions must be made towards the Strategic Access Management and Monitoring Strategy (SAMMS). 2. High quality surface water drainage mitigation measures that incorporate existing surface water flow paths. Notably, there are three surface water flow paths on the site – two along north south corridors, and one east west corridor adjacent to the existing settlement. 3. Strategic and local public open space, including sports facilities, managed woodland and ecological network links that preserve and enhance links to Piccotts End, Grovehill and Woodhall Farm, Holtsmere End and to the growth area to the east. 4. The high-quality Key and Local Transport Network, including Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions to be delivered in accordance with the Local Plan and HGC Infrastructure Delivery Plans. The Key and Local Transport Network should connect the site with key and local destinations including Hemel Hempstead town centre and railway station, Maylands Business Park, new local centres, surrounding neighbourhoods, schools, Grovehill, Woodhall Farm, Country Park and Nickey Line. 5. Access and improvements to Cupid Green Lane, along the existing bridleway, and Dodds Lane, to link to Holtsmere End Lane and to the Nickey Line. 6. The HGC Green Loop via Piccotts End, Dodds Lane, Cupid Green Lane and Holtsmere End Lane with connections to the River Gade, Gadebridge Park, and the Grand Union Canal. 7. Improved and enhanced countryside access links and off-road paths (Public Rights of Way) in and adjacent to the site and out onto the wider recreational network including to the Chiltern Way to the west and north of the town. 8. Strengthen the role of existing ancient woodlands, including Hay Wood, Thrift Wood and Varneys Wood, to create a natural defensible boundary to the northern and western edges of the site, and retention of important trees and key landscape features including retaining the rural nature of the hollow way on the northern boundary of the site. | |

9. A range of community food growing opportunities including edible trails, orchards and community gardens supporting different resident groups.
10. Take full account of environmental constraints including, but not limited to, flood risk, local aquifers and historic landfill, as appropriate.

Integrated neighbourhoods

10. A minimum of 1,500 dwellings within the Plan period including an integrated retirement community, nursing homes and supported housing for people with learning and/or physical disabilities. A further 3,500 dwellings will be delivered beyond the plan period.
11. Three 3FE primary schools, including Early Years provision (one of these schools must be within the first phase), and one 2FE primary school, including Early Years provision, to serve the new community.
12. One 8FE secondary school, to serve the new community.
13. Safe, high quality pedestrian and cycle routes, including connections across the Grovehill playing fields to create a new access into the site and strengthening the relationship between new and existing communities and align with the HGC Strategic Design Code of safe and sustainable access to schools and local centres.
14. Masterplanning will respond to neighbourhood design coding providing extensions to two neighbourhoods, as set out in the Strategic Design Code.
15. Minimise harm to the setting and significance of the Grade II listed Holtsmere End Manor and Barn, the Grade II Eastbrook Hay Farmhouse and Barn, the Grade II listed Stables and Barn at Lovetts End Farm and the Piccotts End Conservation Area.
16. Appropriate access and consideration to the electricity pylons and existing pipelines.

Self-sustaining Economy

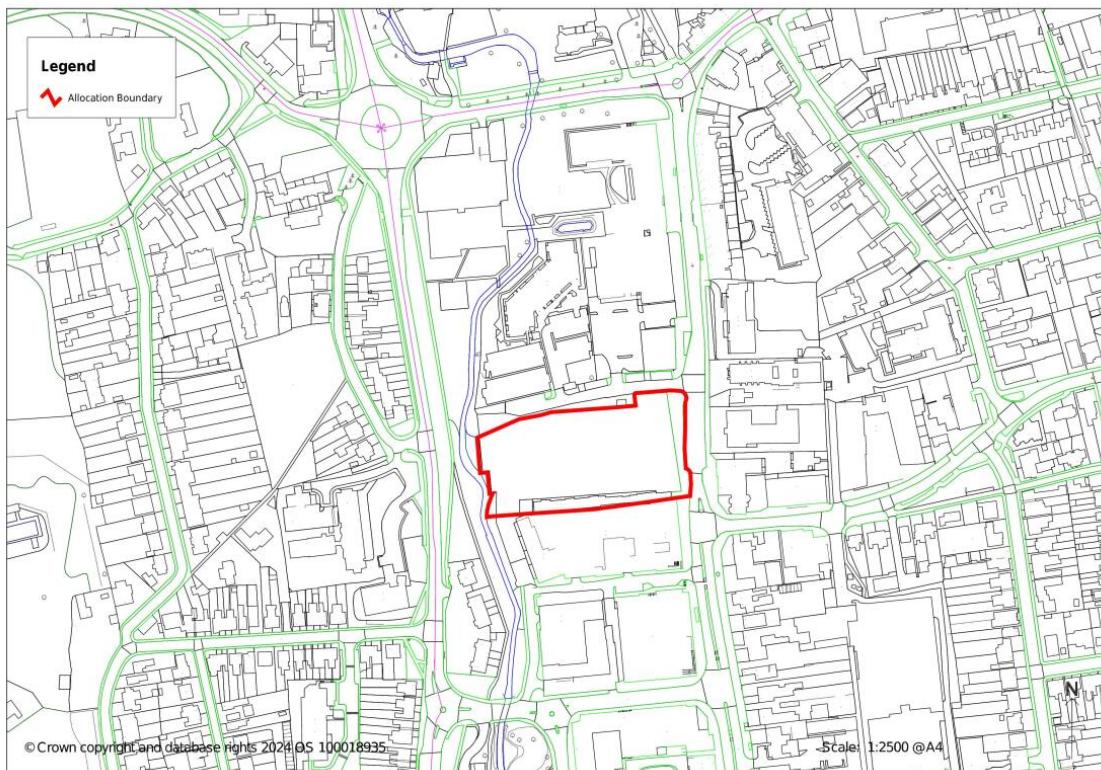
17. Two new local centres, with a range of new retail and community facilities, a medium or large supermarket; and also smaller scale facilities to serve day-to-day needs in accordance with the HGC Strategic Design Code including commercial development opportunities, which support and have a positive relationship with existing local centres at Grovehill and Woodhall Farm.
18. Development that maintains the existing farmsteads, enhancing the existing setting and supporting opportunities for enterprise, skills, heritage and community enhancements.
19. Enable enhancements to Grovehill and Woodhall Farm local centres and strengthen active travel routes to these local destinations.
20. Opportunities for remote working hubs within Local Centres.

Engaged Communities

21. Recreation space and other community facilities, including health and sports provision within wider HGC Growth Areas.

Hemel Hempstead Town Centre Opportunity Area

Hm02 - Civic Centre (Previously MU1)



| | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 0.86 hectares |
| Timescale | From 2028/29 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 200 dwellings, subject to masterplanning. • Class E and F1 uses at ground floor level where viable. • Public open space. • No built development should take place within Flood Zones 2 and 3 on the western edge of the site. |

Site Specific Requirements

Urban Design Principles:

1. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Access is to be provided on Dacorum Way.
2. Deliver and/or contribute towards foot and cycle paths to connect the site to the town centre via the Water Gardens, bus stops and nearby services and facilities, as well as neighbouring developments.

Environmental Health:

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.

Site Specific Requirements

2. Any use of piled foundations must be supported by a robust risk assessment to demonstrate that they are acceptable within this location.
3. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged.
4. Proposals should be supported by a site waste management plan.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any application for development on this site.
2. Development should protect and enhance the chalk stream priority habitat. Early engagement with the Environment Agency is encouraged to facilitate this.
3. Provide a minimum 10m Ecological Buffer Zone to the River Gade. A long-term ecological management plan is required for this buffer.
4. Undertake an assessment of shadowing levels to ensure no negative impacts on the River Gade.
5. Have regard to the Tree Preservation Orders on the edge of the site.
6. As part of delivering a net gain in biodiversity development should consider:
 - a. Delivering enhancements to the river and its margins.
 - b. Exploring the potential to enhance green corridors along the southern edge and/or the course of the river.
 - c. Retaining existing trees on the site wherever possible.
 - d. Introducing a design which minimises light spill on adjacent trees and habitats.
7. Contribute towards the Gadebridge Park Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

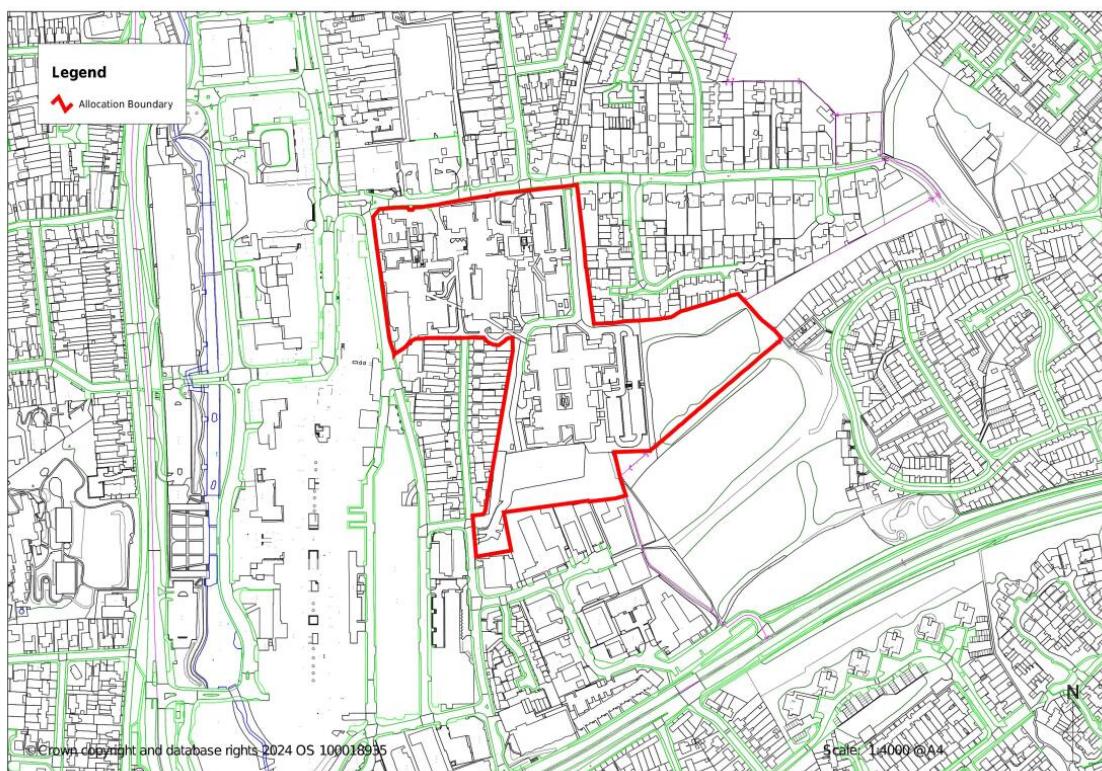
Historic environment and Cultural Heritage:

1. Development must conserve and where possible enhance the setting of the grade II Registered 'Water Gardens' (designed by Jellicoe) to the west, and a number of listed buildings in the area, including the grade II* 'Old Marlowes House' (LEN 1372609, grade II listed 'Marlowes Baptist Church (LEN 1342186), '51, Marlowes' (LEN 1078078), 'Little Marlowes House' (LEN 1342187), '57 and 59, Marlowes' (LEN 1078079).
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

1. No built development should take place within Flood Zones 2 and 3.
2. Any development within 8 metres of a main river will require a Flood Risk Activity Permit from the Environment Agency.
3. A flood risk assessment will need to include and sufficiently respond to groundwater flood risk investigations.
4. The drainage strategy will need to consider in detail risk from surface water flooding, having regards to the recommendations within the Level 2 SFRA.
5. Surface water run-off rates as a result of development of the site should not exceed existing rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, the Lead Local Flood Authority, and the Environment Agency.
6. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm03 - Hemel Hempstead Hospital (previously MU/2)



| | |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 7.21 hectares |
| Timescale | From 2036/37 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 450 dwellings (to include provision for older people), subject to master planning. • A 3FE primary school (including nursery provision). • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Primary access is to be provided from Hillfield Road with secondary access from Maynard Road;
2. Deliver and/or contribute towards transport enhancements along Hillfield Road and Marlowes.
3. Provide suitable foot and cycle paths to connect the site to the town centre and public footpath 47/Paradise Fields, bus stops, nearby services and facilities, and neighbouring development.

Social and Community:

1. Provide land for and deliver/contribute towards a new three form entry primary school (including nursery provision).

2. First preference would be that existing hospital services would be relocated to a new campus on site **Hm5 Market Square**. Alternatively proposals for development will be required to consolidate and enhance the existing healthcare provision on site.
3. First preference is that space for a general practice health facility is located within the new integrated health campus on site **Hm5 Market Square**. Alternatively proposals for development will be required to provide a facility on this site.

Environmental Health:

1. Consideration should be given to possible ground contamination from previous uses.
2. Proposals should be supported by a site waste management plan.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any application for development on this site.
2. Retain, protect and enhance the priority deciduous woodland habitat on the site.
3. Mitigate against possible negative impacts to the Paradise Fields wildlife site to the south, by ensuring an appropriate buffer is provided.
4. As part of delivering a net gain in biodiversity development should consider:
 - a. Utilise new landscape mitigation measures and structure to connect with green corridors in the area, including enhancements to the public open space and wildlife site.
 - b. Retaining existing trees on the site wherever possible and delivering enhancements to the woodland on the site.
 - c. Introducing a design which minimises light spill on adjacent trees and habitats.
5. Contribute towards the Gadebridge Park Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Historic environment and Cultural Heritage:

1. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage

1. The drainage strategy will need to consider risk from surface water flooding, having particular regard to the recommendations within the Level 2 SFRA.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm04 - Paradise (previously MU/3)



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 2.29 hectares |
| Timescale | 200 homes from 2026/27 (First five years) Additional delivery of 150 homes from 2035/36. |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 350 dwellings, subject to masterplanning. • Class E and F1 uses at ground floor level where viable. • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. All proposals must be designed in accordance with the Paradise Design Code SPD and demonstrate that the code compliance checklist has been satisfied before a planning application is determined.
2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.
3. Proposals for tall buildings of up to 8 storeys will be acceptable where these have been identified within the Paradise Design Code SPD.

Access, Highways, and Sustainable Transport:

1. Primary road access is to be provided from Park Lane and Wood Lane
2. Deliver and/or contribute towards transport enhancements along A414 and Wood Lane.

Environmental Health:

1. Undertake ground contamination surveys and ensure that the site is safe for its intended uses.

2. Investigate possible noise and amenity issues for future residents from the neighbouring employment uses, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
3. Proposals should be supported by a site waste management plan.

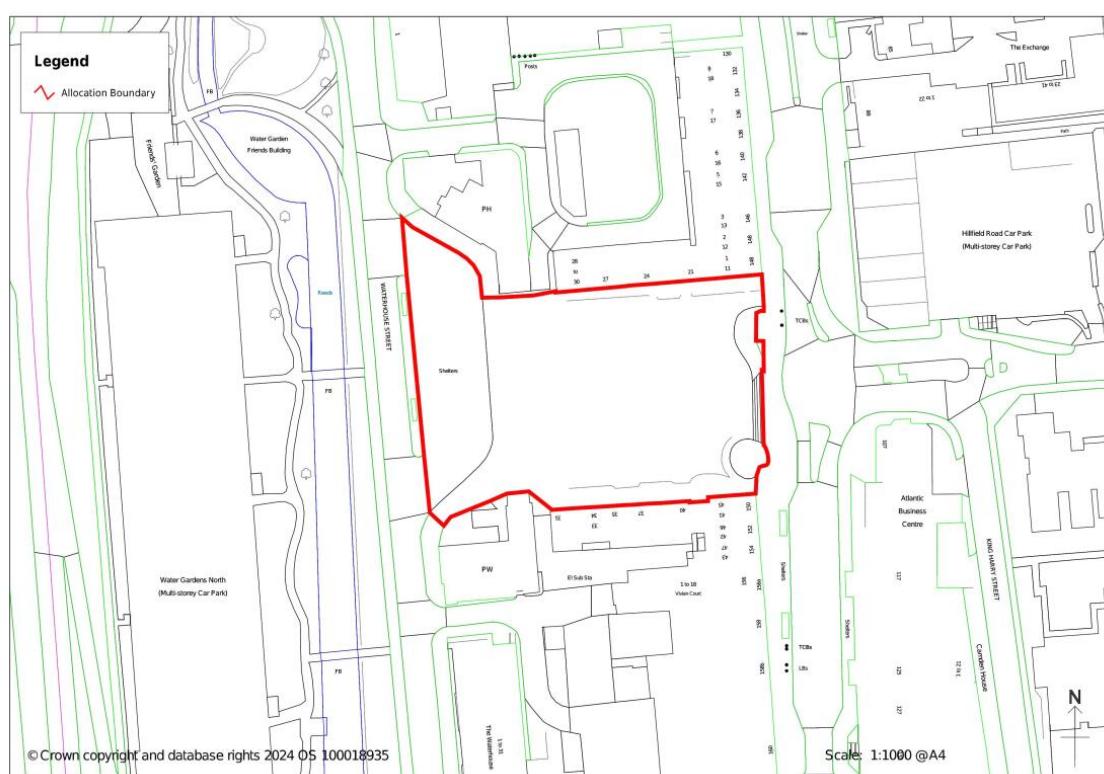
Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any application.
2. Where relevant, proposals must provide an appropriate buffer to the Paradise Fields wildlife site and deciduous woodland priority habitat adjacent to the site.
3. As part of delivering a net gain in biodiversity development should consider:
 - a. creating a new green corridor towards the east of the site, and providing enhanced connectivity with the adjacent public open space and wildlife site.
 - b. Retaining existing trees on the site wherever possible and delivering enhancements to the woodland on the site.
 - c. Introducing a design which minimises light spill on adjacent trees and habitats.
4. Contribute towards the Gadebridge Park Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage:

1. Drainage Strategy will need to consider in detail risk from surface water flooding, having regards to recommendations within the Level 2 SFRA.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm05 - Market Square



| | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Size | 0.53 hectares |
| Timescale | From 2031/32 |
| Key development and land use requirements | <ul style="list-style-type: none"> • The provision of an integrated health campus. • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. The design must incorporate an active frontage and enhanced public realm.
3. Design, layout and landscaping should mitigate the impacts on the ecological assets adjoining the site.

Access, Highways, and Sustainable Transport:

1. Primary access will be provided from Waterhouse Street and Marlowes.
2. Servicing will be provided from Waterhouse Street.

Social and Community

1. First preference would be that existing hospital services, currently provided on site **Hm03**, would be relocated to a new integrated health campus on site. This should include space for a general practice health facility.
2. If this is unfeasible, opportunities should be explored to redevelop the square to encourage greater public use

Environmental Health:

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
2. Investigate possible amenity issues relating to noise and light for neighbouring properties, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
3. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged.
4. Proposals should be supported by a site waste management plan.

Biodiversity and Green Infrastructure:

1. Protect and enhance the River Gade chalk stream priority habitat, and undertake an Ecological Impact Assessment, which will be required to be submitted as part of any application.
2. Undertake an assessment of shadowing levels to ensure no negative impacts on the River Gade.
3. As part of delivering a net gain in biodiversity development should consider:
 - a. Delivering enhancements to the river and its margins.
 - b. Exploring the potential to enhance green corridors along the southern edge and/or course of the river.
 - c. Retaining existing trees on the site wherever possible.
 - d. Introducing a design which minimises light spill on adjacent trees and habitats.

Historic environment and Cultural Heritage:

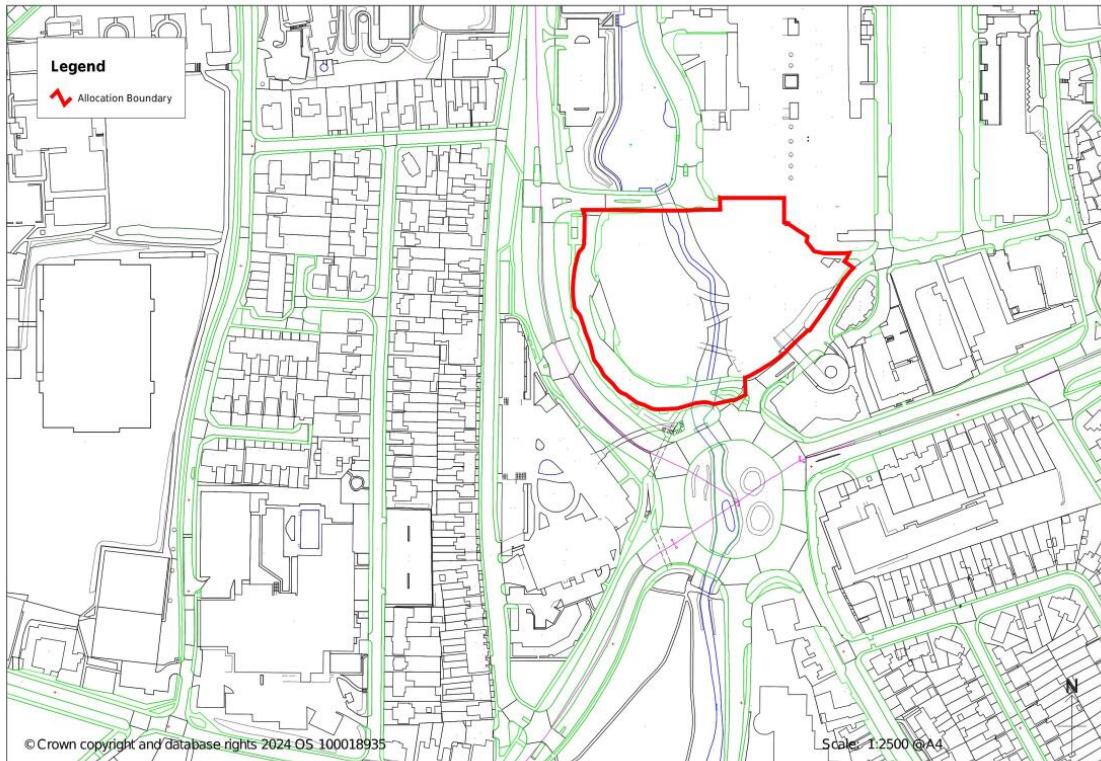
1. Development must conserve and where possible enhance the setting of the Hemel Water Gardens Registered Park (Grade II) and the Tile Mosaic Map (Emmet Mosaic) listed building (Grade II).

Flood Risk and Drainage:

1. Flood risk assessment will need to include and sufficiently respond to groundwater flood risk investigations

2. Drainage strategy will need to consider in detail risk from surface water flooding, having regard to Level 2 SFRA.
3. Above ground SUDS should be used as far as practicable, and discharge must be at greenfield runoff rates and volumes.

Hm06 - Riverside



| | |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 1.79 hectares |
| Timescale | From 2026/27 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 500 Homes subject to masterplanning. • Main town centre uses appropriate at ground floor level. • Expansion of the car park. • Public Open Space. • No built development should take place within Flood Zones 2 and 3. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.
3. The design must incorporate an active frontage and enhanced public realm.

Access, Highways, and Sustainable Transport:

1. Access to be provided from Seldon Hill and Moor End Road.
2. Deliver and/or contribute towards transport enhancements along Station Road, Leighton Buzzard Road, Seldon Hill, Lawn Lane, Two Waters Road and the A414.

Social and Community

1. The provision of a nursery for children aged 0-2 will be encouraged on the site.
2. Explore opportunities to deliver specialist housing for older people and/or supported housing for people with learning and/or physical disabilities on the site.

Environmental Health

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
2. Considering groundwater sensitivity, proposals should include appropriate risk assessments and not negatively impact groundwater quality.
3. Rates of surface run-off from this development should maintain or improve existing rates of runoff and implement pollution prevention measures in order to protect the waterbody.
4. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged.
5. Proposals should be supported by a site waste management plan.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any application for development on this site, this should make provision for ecological surveys of the River Gade.
2. Development should cause no further deterioration to the chalk stream priority habitat, or of its associated elements. Early engagement with the Environment Agency is encouraged to support this.
3. This development will require riparian zone management to support the Water Framework Directive action at this location, and a Water Framework Directive assessment will be required to be submitted as part of any application.
4. Developments should provide a minimum 10m Ecological Buffer Zone to the River Gade. A long-term ecological management plan is required for this buffer.
5. A preliminary roost assessment will be required.
6. Undertake an assessment of shadowing levels to ensure no negative impacts on the River Gade.
7. As part of delivering a net gain in biodiversity development should consider:
 - a. Installing planting buffer zones to protect the river's associated elements from deterioration and to enhance existing mitigation.
 - b. Delivering enhancements to the river and its margins.
 - c. Exploring the potential to enhance green corridors along the course of the river.
 - d. Introducing a design which minimises light spill on the river.
8. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Historic environment and Cultural Heritage:

1. Development must conserve and where possible enhance the setting of the Hemel Water Gardens registered park and garden (Grade II).
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

1. No built development should take place within Flood Zones 2 and 3.
2. Any development within 8 metres of a main river will require a Flood Risk Activity Permit from the Environment Agency
3. A flood risk assessment will be required, and should include:

- a. a condition assessment of the bridges both upstream and downstream of the site and investigate the impact of a potential blockage of structures; and
 - b. investigate the effectiveness and sustainability of the current River Gade green corridor and integrate opportunities for enhancement into the overall design of the site.
4. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.
5. The drainage strategy will need to consider in detail risk from groundwater and surface water flooding, having regards to the Level 2 SFRA.

Two Waters Opportunity Area

Hm07 - Symbio Site, Whiteleaf Road



| | |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Size | 0.22 hectares |
| Timescale | From 2029/30 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 100 dwellings, subject to masterplanning. • Public open space. |

Site Specific Requirements

Access, Highways, and Sustainable Transport:

1. Access to be provided from Whiteleaf Road.
2. Deliver and/or contribute towards off site transport enhancements along London Road and Two Waters Way.
3. Contribute towards improvements to the closest access point to the Grand Union Canal towpath (at Two Waters Way) to allow it to be used as a sustainable transport route linking the site to other parts of the town.

Environmental Health:

1. Undertake ground contamination surveys and ensure that the site is safe for its intended uses.
2. Investigate possible noise, amenity and air quality issues for future residents from the neighbouring employment uses, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
3. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged.
4. Proposals should be supported by a site waste management plan.

Landscape Considerations:

1. Development should positively respond to the adjacent moors, and locally designated park and garden.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment of the development should investigate potential recreational and air quality impacts on the Roughdown Common SSSI, and, where these are identified, include avoidance/mitigation measures.
2. Efforts should be made to avoid impacts and enhance connectivity with priority deciduous woodland habitat adjacent to the site.
3. Undertake a preliminary Roost Assessment.
4. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

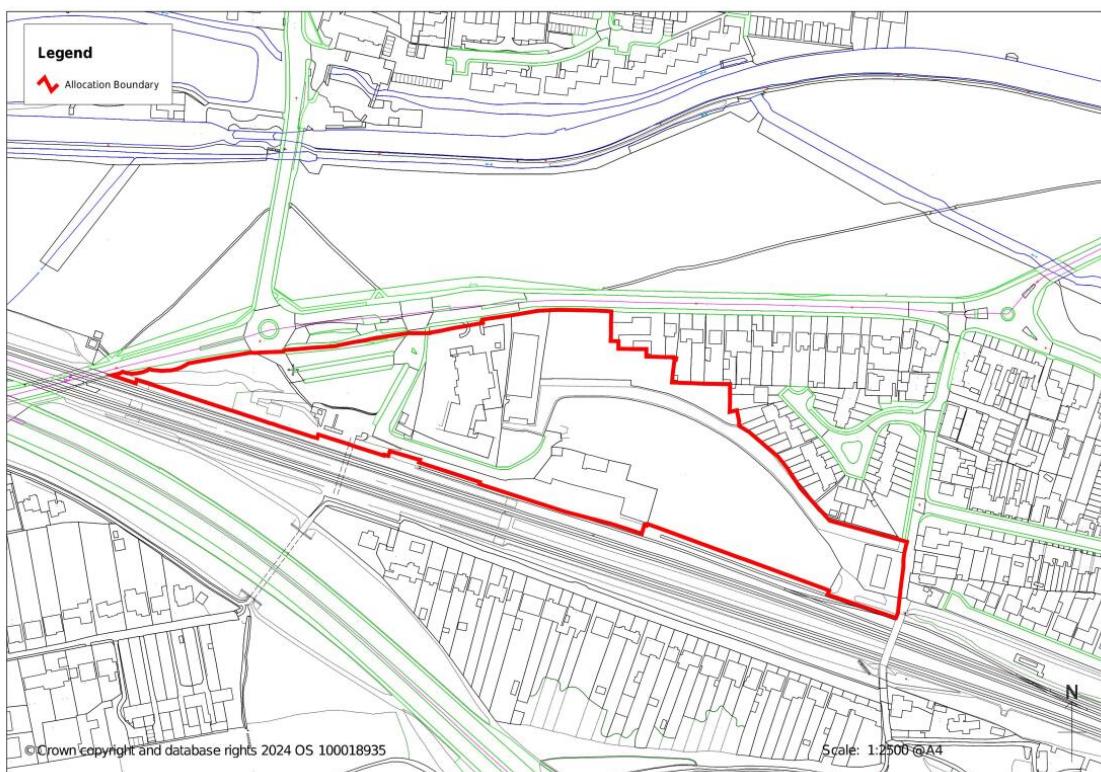
Historic environment and Cultural Heritage:

1. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage

1. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes. If greenfield is not possible, significant betterment will be required.

Hm08 - Hemel Hempstead Station Gateway (Previously MU4)



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 3.87 hectares |
| Timescale | From 2027/28 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 390 dwellings, subject to masterplanning. • Regeneration of the existing train station and new multi storey car park. • Other uses that are ancillary to the main use of the site as a strategic transport hub, including but not limited to retail, food and drink establishments, offices and a hotel. • Public realm enhancements to deliver a metro level mobility hub. • Public Open Space. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. The design must incorporate an active frontage and enhanced public realm.
3. Design, layout and landscaping should mitigate the impacts on the ecological assets near to the site.
4. The multi-storey car park should be designed/landscaped in a manner which minimises its impact on immediate and wider views.

Access, Highways, and Sustainable Transport:

1. Primary access to be provided from London Road.
2. Deliver a metro-level mobility hub that maximises the use of sustainable modes of transport.
3. Deliver and/or contribute towards off-site transport enhancements along London Road, Fishery Road and Station Road.
4. Contribute towards improvements to the Grand Union Canal towpath to allow it to be used as a sustainable transport route linking the site to other parts of the town.

Social and Community:

1. Proposals that include retail provision will need to be considered for their potential to impact upon the vitality and viability of the town centre, depending on the scale of development proposed.
2. The new public realm should act as a gateway to the train station, and be supported by a range of active uses at ground floor level that are compatible with its intended use as a key transport hub.

Environmental Health:

1. Undertake ground contamination surveys and ensure that the site is safe for its intended uses.
2. Investigate possible noise, amenity and air quality issues for future residents from the neighbouring employment uses and from the railway, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

1. Development should positively respond to the adjacent moors, locally designated park, and garden.
2. Any landmark building should be focused to the western part of the site, as part of or immediately adjacent to the existing station.
3. A landscape and visual impact assessment is required to accompany a planning application for this site.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any planning application, to ensure any impacts to the Roughdown Common SSSI are avoided or mitigated against.
2. As part of delivering a net gain in biodiversity, utilise new landscape mitigation measures and structure to connect with green corridors in the area, including where possible to the adjacent moors.
3. Efforts should be made to avoid impacts on the Boxmoor Common wildlife site and enhance connectivity.
4. Proposals should minimise light spill onto priority woodland habitat adjacent to the site, and must provide an appropriate buffer.
5. As part of delivering a net gain in biodiversity development should consider:
 - a. Retaining existing trees on the site wherever possible and delivering enhancements to the woodland on the site.
 - b. Create and/or enhance green corridors to nearby habitats.
 - c. Introducing a design which minimises light spill on adjacent trees and habitats.
6. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

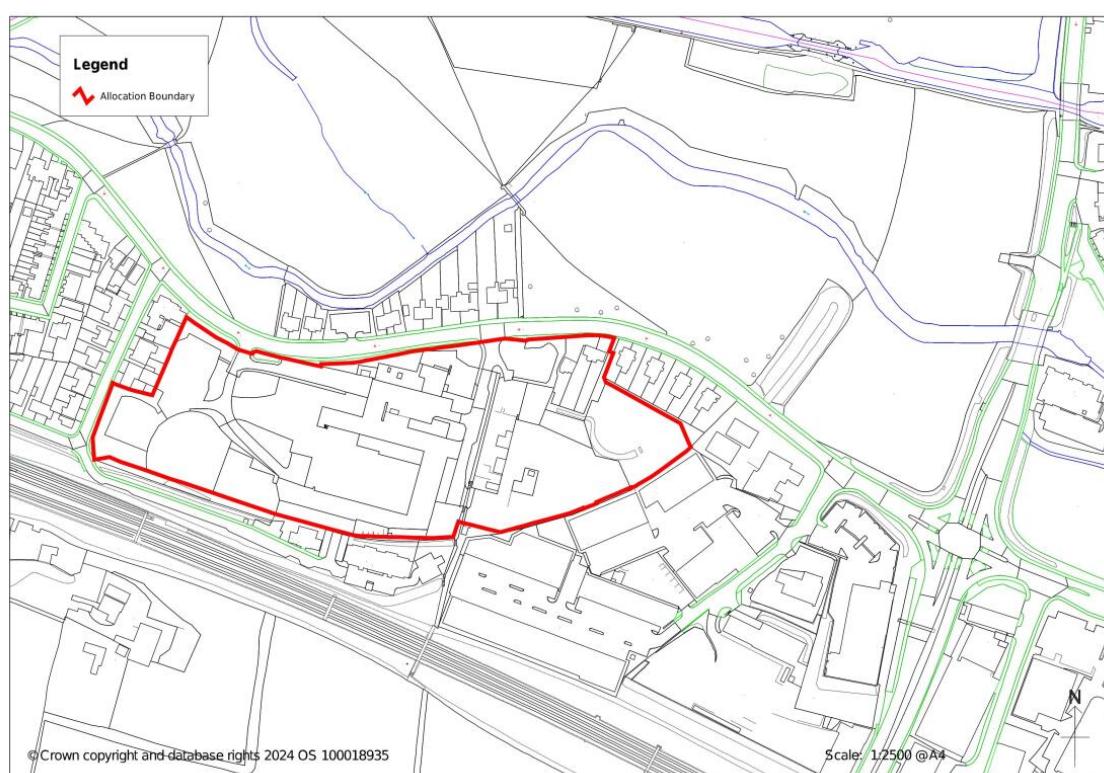
Historic environment and Cultural Heritage:

1. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage

1. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm09 - National Grid and 339-353 London Road (Previously H/2)



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 3.57 hectares |
| Timescale | From 2028/29 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 480 dwellings, subject to masterplanning. • Public open space. • No residential development should take place within the exclusion area associated with high pressure gas pipelines. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Access to be provided from London Road.
2. Deliver and/or contribute towards off site transport improvements along London Road and Two Waters Road.
3. Contribute towards improvements to the Grand Union Canal towpath to allow it to be used as a sustainable transport route linking the site to other parts of the town.

Social and Community:

1. Explore opportunities to deliver specialist housing for older people and/or supported housing for people with learning and/or physical disabilities on the site.

Environmental Health:

1. No residential development should take place within the exclusion area associated with high pressure gas pipelines.
2. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
3. Any proposals should undertake intrusive investigations to establish any risks to controlled waters, and include appropriate risk assessments to ensure that development will not negatively impact groundwater quality.
4. Undertake ground contamination surveys and ensure that the site is safe for its intended uses.
5. Any use of piled foundations must be supported by a robust risk assessment to demonstrate that they are acceptable within this location.
6. Investigate possible noise, amenity and air quality issues for future residents from the neighbouring employment uses, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
7. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged.
8. Proposals should be supported by a site waste management plan.

Landscape Considerations:

1. Development should positively respond to the adjacent moors, a locally designated park and garden.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment of the development should investigate potential recreational and air quality impacts on the Roughdown Common SSSI, and, where these are identified, include avoidance/mitigation measures.
2. Undertake a Preliminary Roost Assessment.
3. As part of delivering a net gain in biodiversity:

- a. utilise new landscape mitigation measures and structure to connect with green corridors in the area, including where possible to the adjacent moors.
 - b. Retaining existing trees on the site wherever possible and delivering enhancements to the woodland on the site.
 - c. Introducing a design which minimises light spill on adjacent trees and habitats.
 - d. Create and/or enhance green corridors to nearby habitats.
4. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage:

1. Drainage strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm10 - Apsley Mills Retail Park



| | |
|------------------|---------------|
| Size | 2.65 hectares |
| Timescale | From 2035/36 |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 500 homes, including housing for older people, subject to master planning. • Class E and F1 uses at ground floor level where viable. • Public Open Space. |
| Site Specific Requirements | |
| <p>Urban Design Principles:</p> <ol style="list-style-type: none"> 1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition. 2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site. 3. The design must incorporate an active frontage and enhanced public realm. <p>Access, Highways, and Sustainable Transport:</p> <ol style="list-style-type: none"> 1. Access to be provided from London Road. 2. Deliver and/or contribute towards off site transport enhancements along London Road, Two Waters Road and Durrants Hill Road. 3. Deliver improvements to the canal towpath such as widening and resurfacing, and provide enhancements to access points to the canal towpath and wayfinding signs. <p>Social and Community:</p> <ol style="list-style-type: none"> 1. Deliver high quality public realm improvements adjacent to the Grand Union Canal. 2. Explore opportunities to deliver specialist housing for older people and/or supported housing for people with learning and/or physical disabilities on the site. <p>Environmental Health</p> <ol style="list-style-type: none"> 1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination. 2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality and the water quality of the River Gade/Grand Union Canal. 3. Opportunities for extraction of potential deposits of sand and gravel should be explored, and engagement with the minerals authority is encouraged. 4. Proposals should be supported by a site waste management plan. <p>Biodiversity and Green Infrastructure:</p> <ol style="list-style-type: none"> 1. An Ecological Impact Assessment will be required to be submitted as part of any application for development on this site, this should make provision for ecological surveys of the River Gade/Grand Union Canal Wildlife site, and should include an assessment of the site for otters. 2. Development should cause no further deterioration to the chalk stream priority habitat, or of its associated elements. Early engagement with the Environment Agency is encouraged to support this. 3. This development will require riparian zone management to support the Water Framework Directive action at this location, and a Water Framework Directive assessment will be required to be submitted as part of any application. 4. Developments should provide a minimum 10m Ecological Buffer Zone to the River Gade/Grand Union Canal. A long-term ecological management plan is required for this buffer. 5. Undertake an assessment of shadowing levels to ensure no negative impacts on the River Gade/Grand Union Canal. 6. Any new development must ensure that it does not cause a further deterioration of the Gade or of its associated elements, and so must ensure that any potential increase in surface water run-off is mitigated against. 7. An assessment of shadowing levels from proposed buildings should be undertaken to ensure no negative ecological impacts on the River Gade/Grand Union Canal. 8. As part of delivering a net gain in biodiversity development should consider: | |

- a. mitigating the impacts on the canal corridor in terms of towpath use, ecological impacts, drainage, structural integrity, and explore opportunities such as utilising the canal water for heating/cooling.
 - b. Installing planting buffer zones to protect the canal's associated elements from deterioration and to enhance existing mitigation.
 - c. Delivering enhancements to the canal and its margins.
 - d. Exploring the potential to enhance green corridors along the course of the canal.
 - e. Introducing a design which minimises light spill on the canal.
9. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

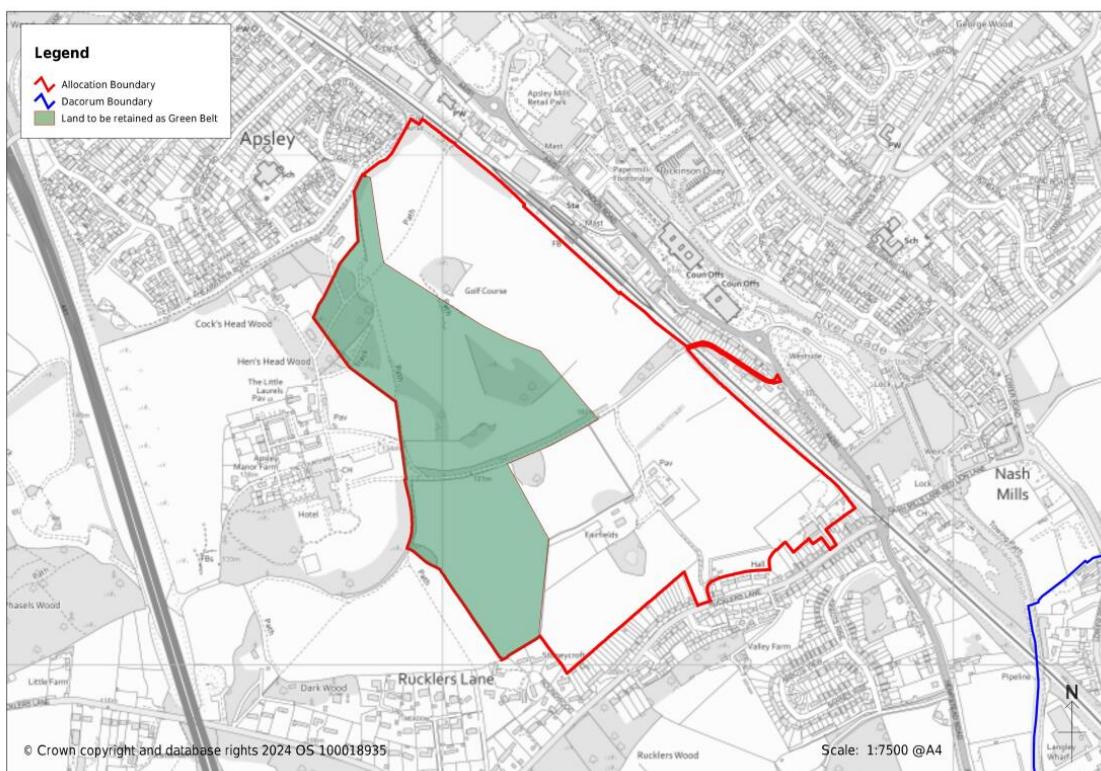
Historic environment and Cultural Heritage:

1. The site is adjacent to a number of listed buildings, most notably the grade II* 'Snatchup End Cottages' (LEN 1078070). A Heritage Impact Assessment (HIA) will be required to inform any development criteria that may be required to mitigate harm resulting from development.
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

1. Built development should be positioned away from areas of high flood risk (Flood Zones 2 and 3).
2. Any development within 8 metres of a main river will require a Flood Risk Activity Permit from the Environment Agency.
3. Flood risk assessment will need to include and sufficiently respond to groundwater flood risk and the inclusion of detailed emergency plans and evacuation routes.
4. Drainage strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA.
5. Above-ground SuDS should be used as far as practicable. Discharge must be restricted to greenfield rates and volumes.

Hm11 - Land at Shendish Manor and Fairfields



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 57.61 hectares, comprising <ul style="list-style-type: none"> 21.37 hectares of land to be retained in the Green Belt 36.24 hectares of land to be released from the Green Belt |
| Timescale | From 2027/28 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> Around 500 dwellings (including provision for older people and supported housing) subject to masterplanning. A neighbourhood centre to include space for health provision. A community building. A 2FE primary school. Suitable alternative natural green space. New and enhanced golf facilities. Public Open Space. |

Site Specific Requirements

Urban Design Principles:

- Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
- A masterplan showing a comprehensive phasing programme will be submitted at the outline planning application stage.
- Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Primary access to be provided from Shearwater Road to the north and Rucklers Lane to the south.
2. Emergency, cycle and pedestrian access to be provided from London Road.
3. Deliver and/or contribute towards off site transport enhancements along London Road.
4. Provision of enhanced pedestrian and cycle links to Apsley Station, and deliver improvements to Apsley Station forecourt and additional cycle provision.

Social and Community:

1. The new neighbourhood centre should include a retail unit and health facility to serve the day-to-day needs of new and existing residents.
2. Provide land for and deliver/contribute towards a 2FE primary school (including nursery provision) and associated playing field.
3. Provide a community building on the site.
4. Applicants will be expected to prepare a golf investment strategy, which demonstrates how new and enhanced golf facilities would be provided on the site. This should be prepared in consultation with Sport England and England Golf.

Environmental Health:

1. Investigate possible noise, amenity and air quality issues for future residents from the railway, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
2. Opportunities for extraction of potential deposits of brick clay, sand and gravel should be explored, and engagement with the minerals authority is encouraged.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. the mixed land uses and small enclosed fields in the south-east of the parcel;
2. the variation in landscape sensitivity within the parcel;
3. the screening of the West Coast Mainline Railway;
4. retaining or enhancing the vegetated boundaries and screening;
5. the development pattern not encroaching into the more sensitive designed landscape of Shendish Park and the setting of the listed Shendish Manor or Fairfields House;
6. the complex and undulating landform with areas which are prominent and exposed across the Gade Valley toward Hemel Hempstead;
7. the separation of the parcel from the surrounding developments on the northern and southern boundaries;
8. the vegetation within and surrounding the parcel creating intimate spaces and structure;
9. the complexity of land uses and intricate landscape structure of the parcel;
10. views and perception of separation from the PRoW which crosses the parcel; and
11. views of landmarks such as St Mary's Church.

Biodiversity and Green Infrastructure:

1. Proposals should be informed by an ecological impact assessment, which considers the existing golf course, grassland, hedgerows and woodland habitats on the site.
2. Retain deciduous woodland priority habitat, avoid impacts and enhance connectivity.
3. Conserve the vegetated boundaries and internal areas of trees where possible.
4. As part of delivering a net gain in biodiversity development should consider:
 - a. The biodiversity value of woodland, grasslands and hedgerows and golf course.
 - b. Retaining existing trees and hedgerows on the site, wherever possible, and delivering enhancements to the woodland on the site.
 - c. Create and/or enhance green corridors to nearby habitats.
 - d. Introducing a design which minimises light spill on adjacent trees and habitats.

- Deliver Suitable Alternative Natural Greenspace (SANG) on site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Historic environment and Cultural Heritage:

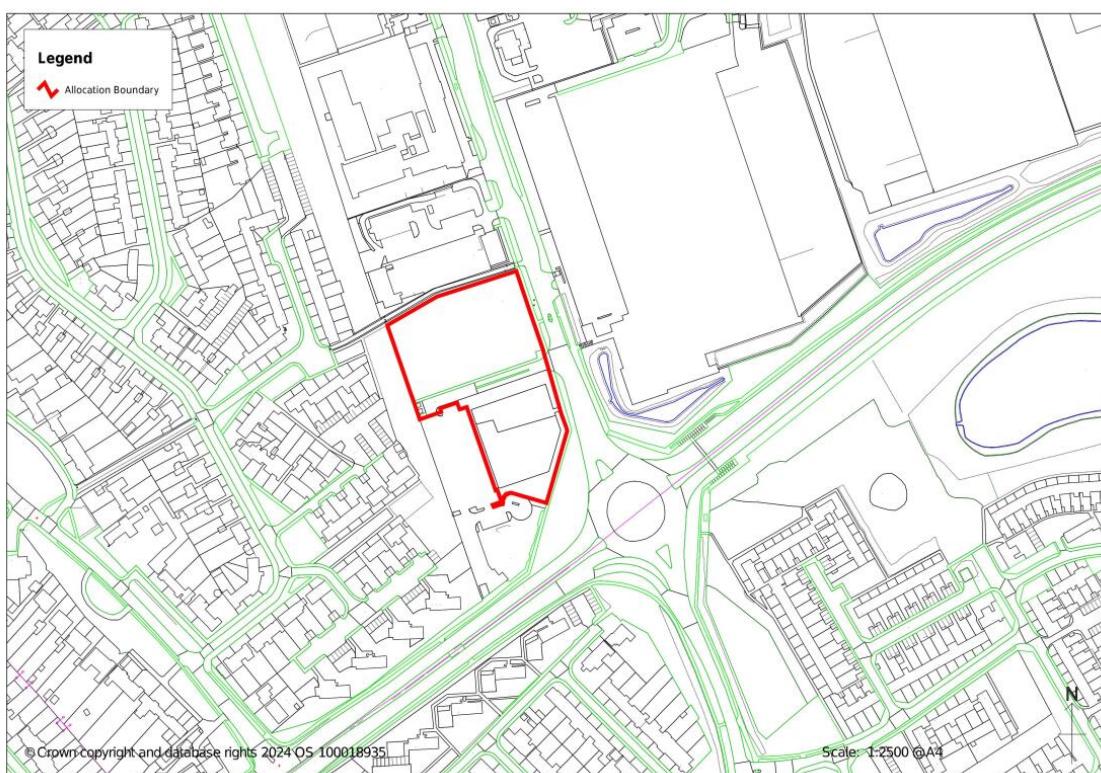
- Development must conserve and where possible enhance the setting of a number of listed buildings in the area, including Shendish House, the Attached Walled Garden and Octagonal Summerhouse, Apsley Manor Farmhouse, and St Mary's Church (all grade II listed).
- Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

- The drainage strategy will need to consider the surface water flow paths through the centre of the site, and built development should be avoided in these locations.
- Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Maylands

Hm12 - Plots 2/3 Kier Park, Maylands Avenue

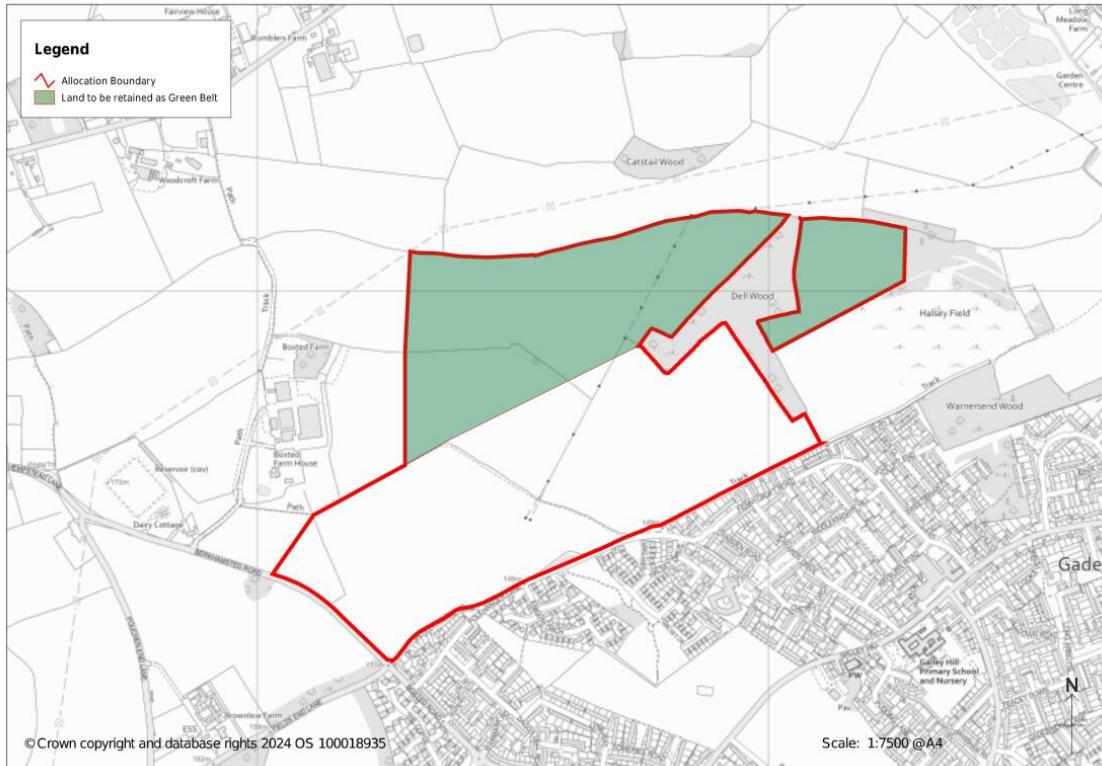


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|------------------|---------------------------------|
| Size | 1 hectare |
| Timescale | From 2026/27 (First five years) |

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| Key development and land use requirements | <ul style="list-style-type: none"> • Around 234 dwellings, subject to masterplanning. • Around 1,400 square metres of office floorspace. • Public open space. |
| Site Specific Requirements | |
| <p>Urban Design Principles:</p> <ol style="list-style-type: none"> 1. Building heights should be maximised in this location, taking into account neighbouring uses, including any sensitive uses, including the well-established residential neighbourhood to the west. <p>Access, Highways, and Sustainable Transport:</p> <ol style="list-style-type: none"> 1. Primary access is to be provided onto Maylands Avenue, utilising the existing road through the site. 2. Deliver and/or contribute towards off-site cycling infrastructure Leverstock Green Village Centre to A414 cycle route, with additional cycle parking at the centre. <p>Environmental Health:</p> <ol style="list-style-type: none"> 1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination. 2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality. 3. Undertake ground contamination surveys and ensure that the site is safe for its intended use. 4. Development must ensure that it does not cause a further deterioration of the Ver water body or of its associated elements, and so must ensure that any potential increase in surface water run-off is mitigated against (for example, through the deployment of effective SuDS interventions). <p>Biodiversity and Green Infrastructure:</p> <ol style="list-style-type: none"> 1. Contribute towards the Westbrook Hay Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England. <p>Historic environment and Cultural Heritage:</p> <ol style="list-style-type: none"> 1. Preliminary archaeological investigations required to be undertaken. <p>Flood Risk and Drainage</p> <ol style="list-style-type: none"> 1. The drainage strategy will need to consider the risk of flooding from surface water, and built development should be avoided in locations with higher risk of flooding. Surface water run-off rates as a result of development of the site should not exceed existing rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, lead local flood authority and the Environment Agency. 2. Above-ground SuDS should be used as far as practicable and discharge restricted to greenfield rates and volumes. | |
| | |

Wider Hemel Hempstead

Hm13 - Polehanger Lane



| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 51.94 hectares, comprising <ul style="list-style-type: none"> 21.94 hectares of land to be retained in the Green Belt 30 hectares of land to be released from the Green Belt |
| Timescales | From 2031/32 |
| Key development and land use requirements | <ul style="list-style-type: none"> Around 750 homes including provision for older people, subject to master planning. A neighbourhood centre to include a community building. A 2FE Primary school (including nursery provision). Suitable Alternative Natural Greenspace (16ha). Land for biodiversity net gain enhancements (4ha). Public open space. |
| Site Specific Requirements | |
| Urban Design Principles: <ol style="list-style-type: none"> Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition. | |

2. A masterplan showing a comprehensive phasing programme will be submitted at the outline planning application stage.
3. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Primary access to be provided from Berkhamsted Road.
2. Pedestrian, cycle and emergency access to be provided from Polehanger Lane.
3. Deliver and/or contribute towards off site transport enhancements along Berkhamsted Road, Fields End Lane, Pouchen End Lane, Boxted Road and Polehanger Lane.
4. Upgrade the existing Public Right of Way Hemel 013.

Social and Community:

1. Provide land and deliver/contributed towards a 2FE primary school (including nursery provision).
2. The neighbourhood centre should include, a community building to serve the day-to-day needs of new and existing residents.

Environmental Health:

1. Basic radon protective measures will be required for developments on the site.
2. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
3. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
4. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. high level of exposure to the gently undulating, open rural landscape with a high level of tranquillity;
2. strong vegetated boundaries to adjacent areas of development in Gadebridge and Berkhamsted Road;
3. tree lined views and views of rural woodland blocks; and
4. views toward the Chilterns National Landscape.

Biodiversity and Green Infrastructure:

1. Proposals should be informed by an ecological impact assessment.
2. Deliver a strong woodland buffer along the boundary of Dell Wood to protect the deciduous woodland priority habitat and the ancient woodland.
3. Conserve the vegetated boundaries and internal areas of trees where possible.
4. Biodiversity net gain should be focused on the parcel of the site to the east of Dell Wood on land to be retained in the Green Belt.
5. As part of delivering a net gain in biodiversity development should consider:
 - a. Retaining existing trees and hedgerows on the site wherever possible and delivering enhancements to the woodland adjacent to the site.
 - b. Create and/or enhance green corridors to nearby habitats, particularly the Halsey Field Wildlife Site.
 - c. Introducing a design which minimises light spill on adjacent trees and habitats.
6. Deliver Suitable Alternative Natural Greenspace (SANG) on site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Historic environment and Cultural Heritage:

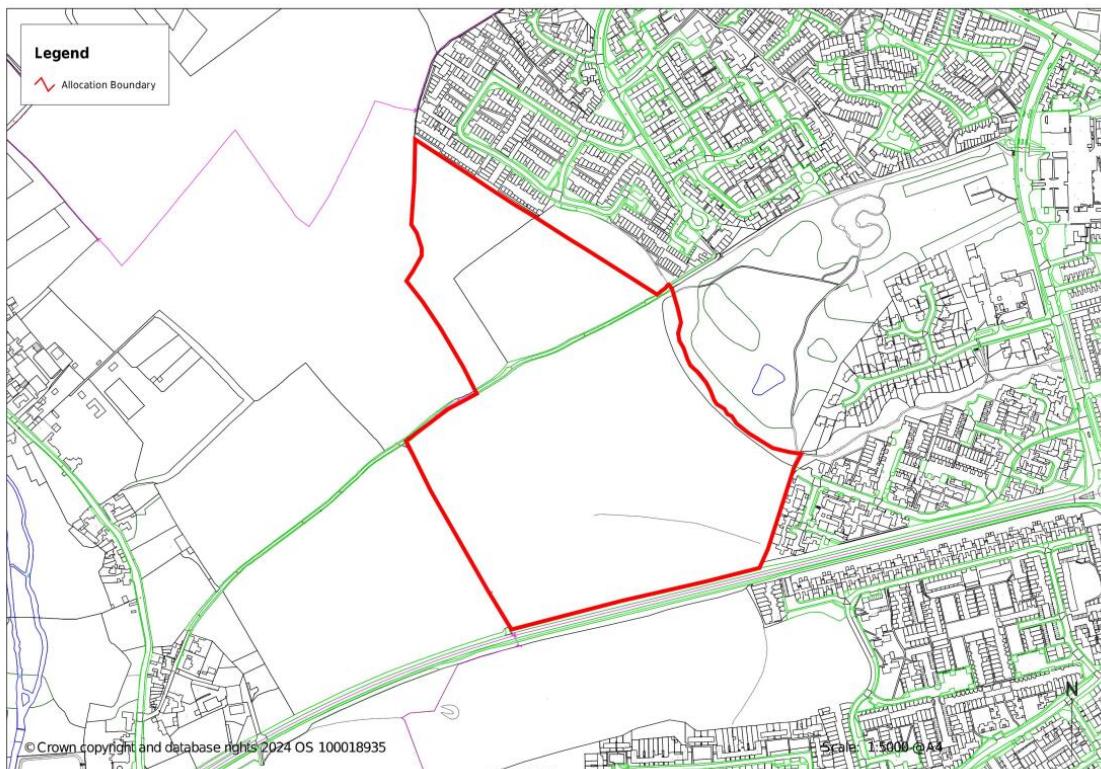
1. Development must conserve and where possible enhance the setting of the Boxted Dairy Farmhouse (grade II) listed building.

Flood Risk and Drainage:

1. Drainage strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA.

2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm14 - Marchmont Farm (Previously LA1)



| | |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 18.47 hectares |
| Timescale | From 2028/29 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 385 new homes subject to Masterplanning. • A Gypsy and Traveller site for 5 pitches. • Suitable alternative natural green space (2.9ha) • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Development should normally be two storeys in height, except where a higher element would create interest and focal points in the street scene and is appropriate in terms of topography and visual impact.
2. Provide good pedestrian and cycle access to Henry Wells Square and to key services, such as bus stops and community facilities.

Access, Highways, and Sustainable Transport:

1. Primary access is to be provided from the Link Road (A4147)
2. Deliver and/or contribute towards off site transport enhancements along Piccotts End Road.

3. Deliver a bus route through the site to Hm01- North Hemel Hempstead Growth Area.
4. Gypsy and Traveller pitches should have good access to the primary road network.

Environmental Health

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

1. Soften views of housing from the countryside by use of planting, by retaining appropriate hedges and by siting open space carefully.
2. Provide a soft edge to the countryside to ensure visual and physical separation from Piccotts End.

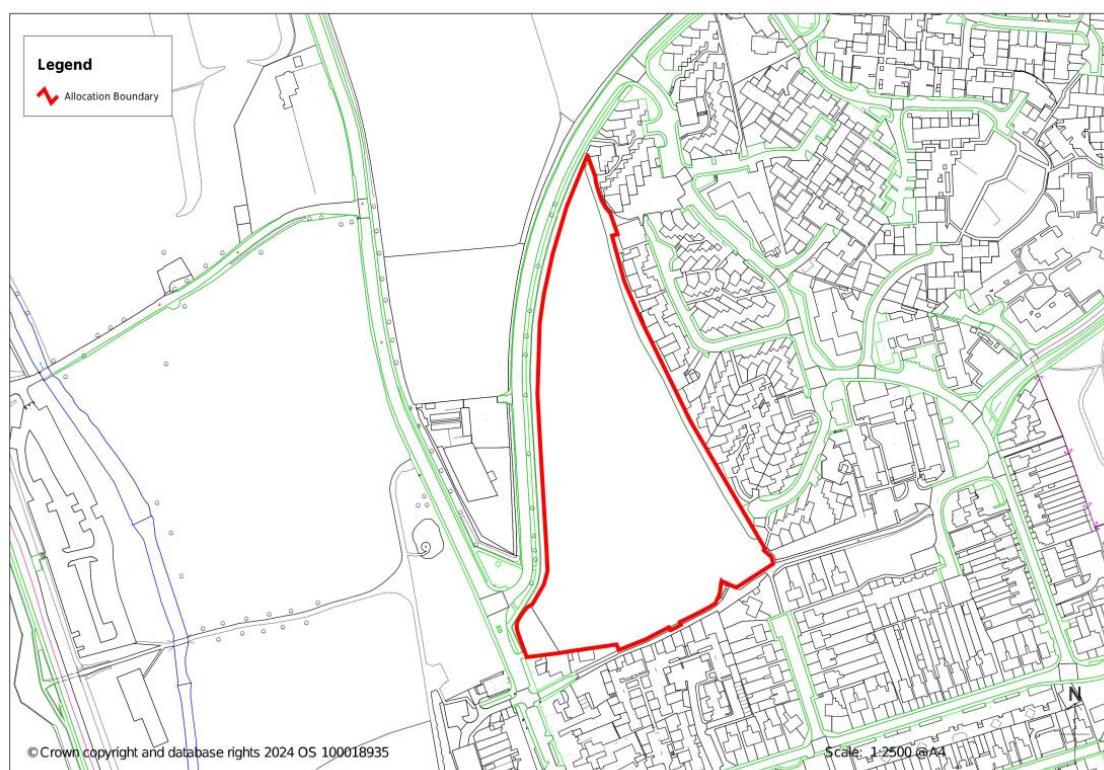
Biodiversity and Green Infrastructure:

1. This development must not contribute to any further deterioration of the Gade (Upper stretch Great Gaddesden to confluence with Bulbourne) or its associated elements.
2. Deliver Suitable Alternative Natural Greenspace (SANG) on land adjacent to Margaret Lloyd Park within the site, to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage:

1. Built development should avoid the surface water flow paths through the centre of the site.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm15 - Old Town (previously LA2)



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 2.71 hectares |
| Timescale | From 2037/38 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 90 dwellings subject to Masterplanning. • Around 1 hectare of public open space, located mainly on the higher ground adjacent to The Bounce and Townsend. |

Site Specific Requirements

Urban Design Principles:

1. Development should normally be two storeys in height. Heights of up to four storeys could be considered acceptable where they would create interest and focal points in the street scene, and would not be harmful to the historic character of the area.
2. Built form should act as a transition between the Old Town and the New Town.
3. Arrange new housing to provide active and attractive frontages to the main area of open space and Fletcher Way.

Access, Highways, and Sustainable Transport:

1. Primary access to be provided from Fletcher Way.
2. Deliver and/or contribute towards off site transport enhancements along Fletcher Way, Marlowes and Queensway Roundabout.
3. Improve the east-west (PROW28) and north-south (add reference) public footpaths.

Environmental Health

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

1. Respect the landscape setting and character of the site.
2. Soften views of the development from across the valley and open countryside by the use of carefully designed planting.

Biodiversity and Green Infrastructure:

1. Retain the existing important trees at the top of the hill adjacent to The Bounce and Townsend and as many other trees as possible.
2. Contribute towards the Margaret Lloyd Park and Howe Grove Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

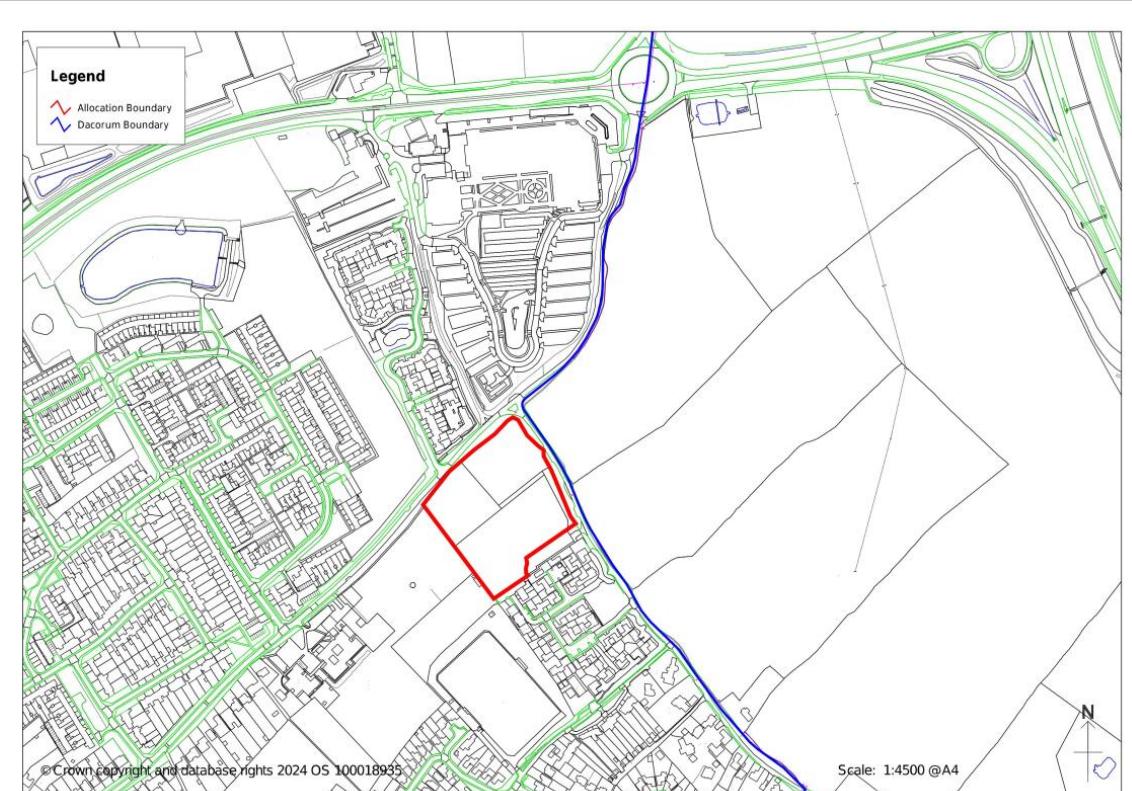
Historic environment and Cultural Heritage:

1. Development should conserve and, where possible, enhance the character of the Old Town Conservation Area and the setting of its listed buildings, taking account of the steeply sloping nature of the site.

Flood Risk and Drainage:

1. Surface water run-off rates as a result of development of the site should not exceed existing rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, the Lead Local Flood Authority and the Environment Agency.
2. Incorporate a sustainable drainage system throughout the site including the use of green space as a basin.

Hm16 - Site to the south of Green Lane



| | |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Size | 2.03 hectares |
| Timescale | From 2028/29 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 80 dwellings, subject to master planning. • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Development should normally be between two and three storeys in height, taking into account the prevailing nature of development in the area, including development proposed to the east (in St. Albans City and District Council).

Access, Highways, and Sustainable Transport:

1. Primary access to be provided from Westwick Row , unless a more appropriate solution is identified and agreed with Hertfordshire County Council prior to the submission of a planning application.
2. Deliver and/or contribute towards off site transport enhancements along Micklefield Road junction, A4147, Woolmer Drive, Green Lane and Datchworth Turn.

Environmental Health

1. Proposals should be supported by a site waste management plan.

Biodiversity and Green Infrastructure:

1. Contribute towards the Gadebridge Park Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Historic environment and Cultural Heritage:

- Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

- Surface water run-off rates as a result of development of the site should not exceed existing rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, the Lead Local Flood Authority, and the Environment Agency.
- Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Hm17 - Jarman Park



| | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 0.92 hectares |
| Timescale | From 2026/27 |
| Key development and land use requirements | <ul style="list-style-type: none"> Retail led development. Food and drink uses, leisure uses and employment also acceptable on part of the site. The sale and display of clothing and footwear is not acceptable, unless ancillary to the main use of an individual unit. |

Site Specific Requirements

Urban Design Principles:

- The nature and scale of development should aim to maximise the use of the site and ensure no significant adverse impact on Hemel Hempstead town centre.

2. Prominent frontages onto St. Albans Road/Jarman Way require high quality design and landscaping.

Access, Highways and Sustainable Transport:

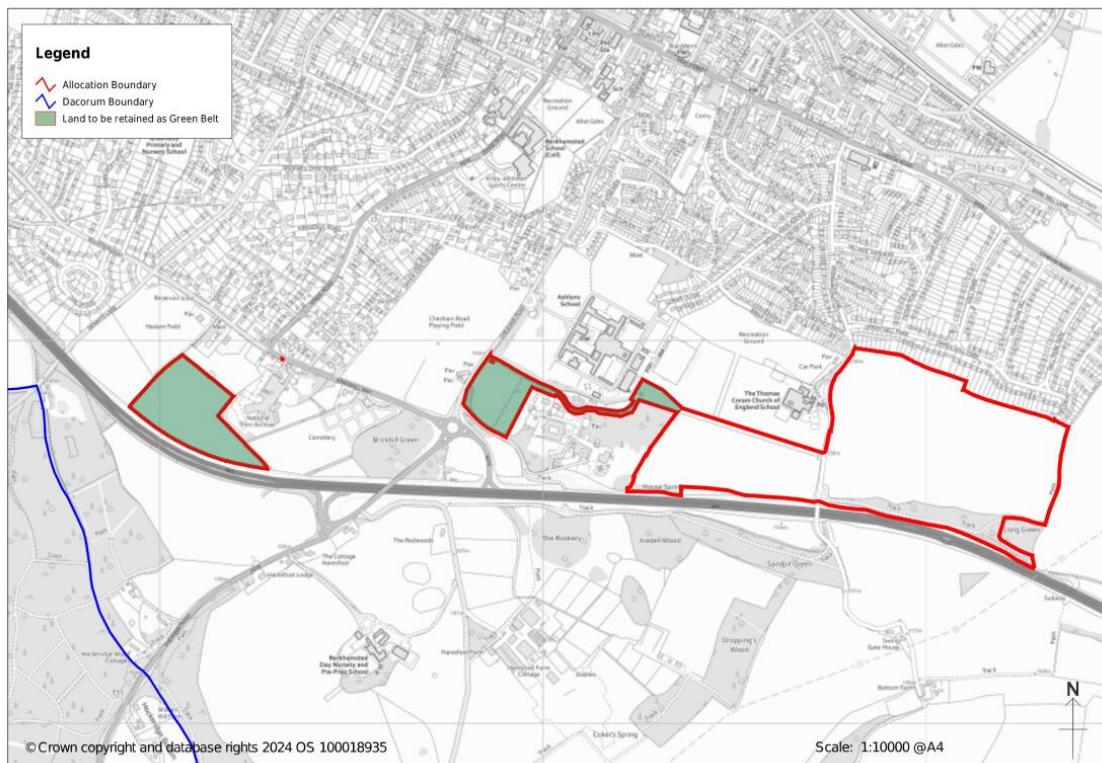
1. A traffic study may be required and road works should accommodate traffic generation.

Environmental Health:

1. Undertake ground contamination surveys to ensure that the site is safe and suitable for the intended use

Berkhamsted

Bk01 - Land South of Berkhamsted



| | |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 33.71 hectares, comprising <ul style="list-style-type: none">• 3.17 hectares of land to be retained in the Green Belt• 30.54 hectares of land to be released from the Green Belt |
| Timescale | From 2027/28 (First five years) |



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 775 dwellings (including provision for older people) subject to masterplanning. • A neighbourhood centre to include a community building and space for health provision. • A 2FE primary school (including nursery provision). • Public open space. |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Site Specific Requirements

Urban Design Principles:

1. A masterplan showing a comprehensive phasing programme will be submitted at the outline planning application stage.
2. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
3. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.
4. Ensure high quality green infrastructure and active travel connections are provided to the off-site SANG at Haresfoot Farm.

Access, Highways, and Sustainable Transport:

1. Primary highway access to be provided via Chesham Road.
2. Bus, cycle, pedestrian and emergency access via Swing Gate Lane.
3. Deliver and/or contribute towards off site transport enhancements along the A4251/London Road, Shootersway, Chesham Road, Swing Gate Lane and the A416 (Kingshill Way).

Social and Community:

1. The neighbourhood centre should include, a retail unit and health facility to serve the day-to-day needs of new and existing residents.
2. Provide land to deliver/contribute towards a new 2FE primary school (including nursery provision).

Environmental Health:

1. Investigate potential noise, air and light pollution impacts arising from the A41 and identify mitigation measures as necessary.
2. Adopt basic radon protective measures.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. the prominent landform and intervisibility with the opposing rural valley sides with particular attention to any views from or toward the Chilterns AONB;
2. the existing level of vegetative screening;
3. the setting of and views from Ashlyns Hall Grade II* listed building;
4. road noise from the A41 and views of pylons which have a detrimental influence on perception; and
5. the degraded pattern and structure opportunities to restore historic boundaries or connections.

Biodiversity and Green Infrastructure:

1. The Long Green Wildlife site should be retained on site, and efforts should be made to avoid impacts and enhance connectivity.
2. Safeguard 4.7 ha of land at Kingshill Way for Biodiversity Net Gain.
3. Deliver Suitable Alternative Natural Greenspace (SANG) off-site at Haresfoot Farm to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure.

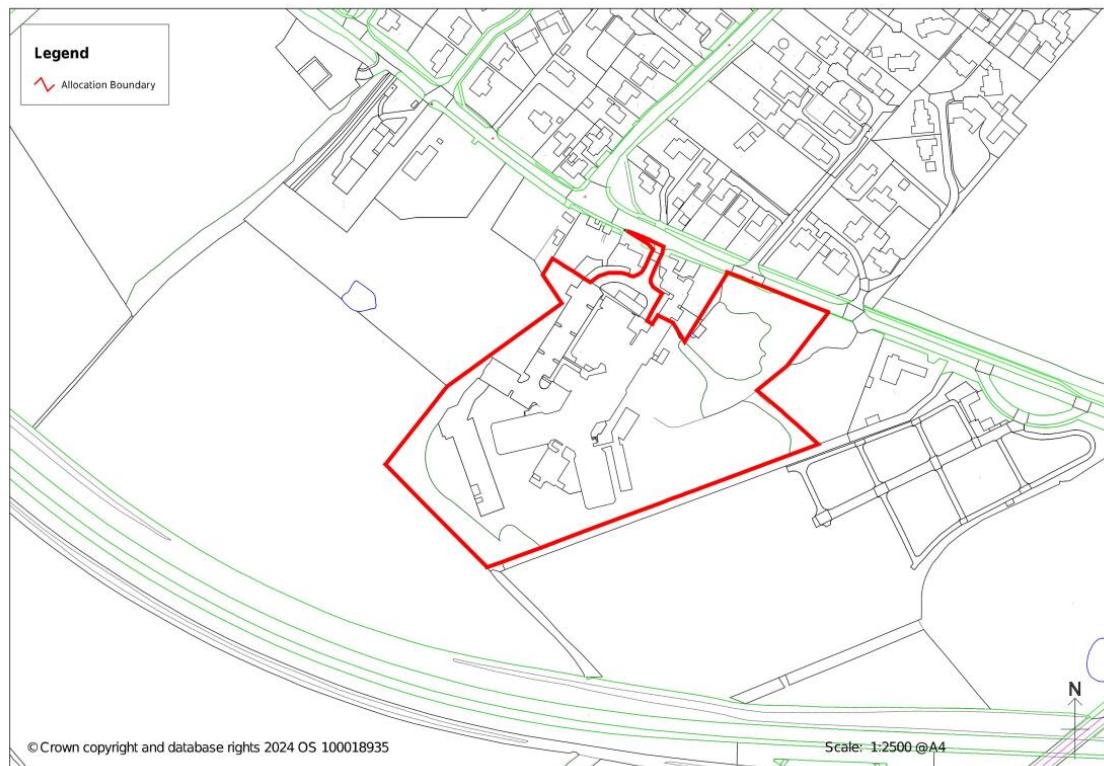
Historic environment and Cultural Heritage:

1. Development must conserve and where possible enhance the setting of a number of listed buildings in the area, including Ashlyns Hall (Grade II*), Ashlyns School and the Stables at Ashlyns Hall (both Grade II).
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

1. Drainage Strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Bk02 - British Film Institute



| | |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 3.28 hectares (all to be released from the Green Belt) |
| Timescale | From 2038/39 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 100 dwellings, subject to masterplanning. • A replacement facility for moving image conservation, training, skills and research. • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. Development should normally be two storeys in height. Heights of up to four storeys could be considered acceptable where they would create interest and focal points in the street scene, and would not be harmful to the historic character of the area.

Access, Highways, and Sustainable Transport:

1. Access to be provided via Kingshill Way. If the existing access is insufficient for vehicular use due to heritage constraints, alternative vehicular access should be provided to the east. An access strategy is required for this site prior to submission.
2. Deliver and/or contribute towards off site transport enhancements along Shootersway, Cross Oak Road, Chesham Road, and the A416/Kingshill Way.

Social and Community:

1. First preference is that a replacement facility for moving image conservation, training, skills and research is delivered on the site.

Environmental Health:

1. Investigate potential air and light pollution impacts arising from the A41 and identify appropriate mitigation measures as necessary.
2. Proposals should be accompanied by a Noise Assessment and provide appropriate mitigation for noise associated with the A41.
3. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. The strong boundaries and edges of the parcel which help to create a visual separation between the development of Berkhamsted from the wider landscape - notably a defensible edge toward the A41.

Biodiversity and Green Infrastructure:

1. Undertake a preliminary roost assessment.
2. As part of delivering a net gain in biodiversity development should consider:
 - a. Proposals should deliver new green corridors on site which connect with proposed new wildlife corridors to the south of the site, along the A41.
 - b. Development should retain hedgerows on the site where possible and ensure that a sufficient buffer is provided.
 - c. Applicants will be encouraged to engage with the landowners of Bk01 South Berkhamsted and Bk03 Haslam Fields located adjacent to the site, to maximise opportunities for habitat connectivity.
 - d. Ensure that light spill onto woodland habitats and trees is minimised where possible.
3. Contribute towards the Hill Farm Gateway Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

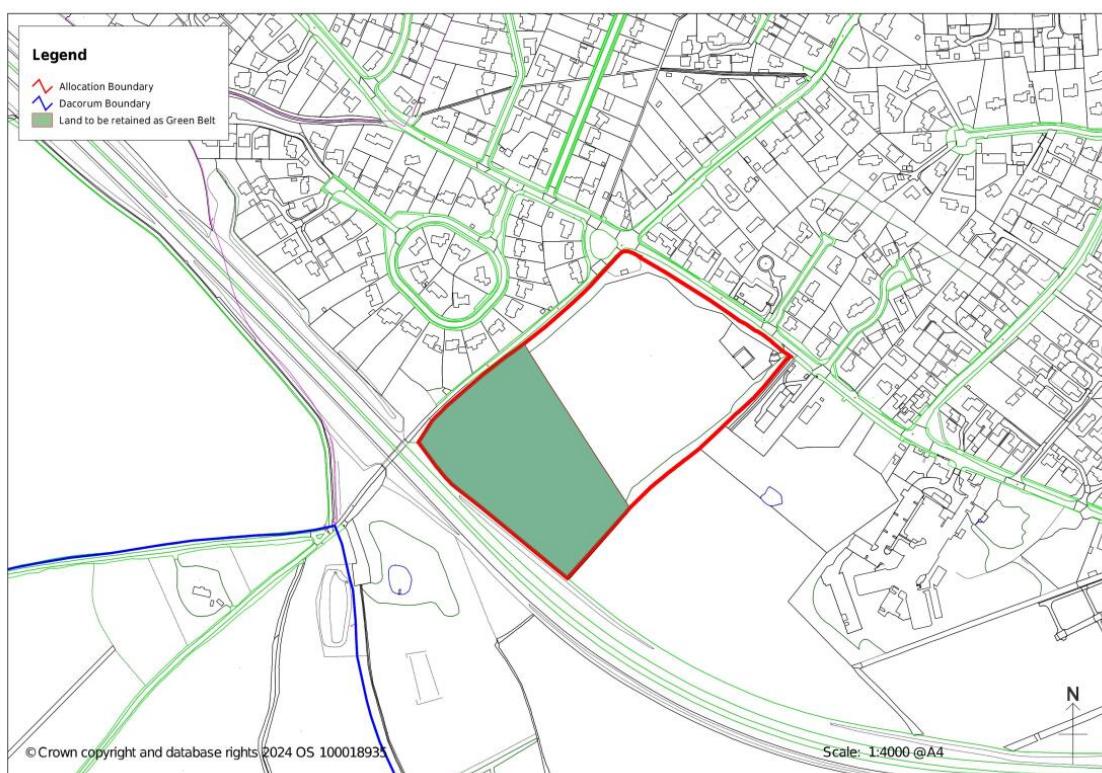
Historic environment and Cultural Heritage:

1. Conserve and enhance the setting of the Grade II listed Granary at Ernest Lindgreen House, located on the northern edge of the site.
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted

Flood Risk and Drainage:

1. Drainage Strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Bk03 - Haslam Playing Fields



| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 6.56 hectares, comprising <ul style="list-style-type: none"> 2.71 hectares of land to be retained in the Green Belt 3.85 hectares of land to be released from the Green Belt |
| Timescale | From 2033/34 |
| Key development and land use requirements | <ul style="list-style-type: none"> Around 100 dwellings, subject to masterplanning once replacement sports facilities have been provided on the site at Bk04 - Haresfoot Campus. 2.71 ha of land retained in the Green Belt to deliver biodiversity net gain. Public open space. |

Site Specific Requirements

Urban Design Principles:

- Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
- Provide a through-route for the safeguarded land to the south-east of the site.

Access, Highways, and Sustainable Transport:

- Access to be provided via Shootersway. An access strategy is required for this site prior to submission of a planning application.
- Deliver and/or contribute towards off site transport enhancements along Shootersway, Cross Oak Road, Chesham Road, and the A416/Kingshill Way.

Environmental Health:

1. Investigate potential noise, air and light pollution impacts arising from the A41 and identify appropriate mitigation measures as necessary.
2. Proposals should be supported by a site waste management plan.

Social and Community

1. No development shall take place on the site until replacement sports facilities have been provided at Bk04 - Haresfoot Campus.

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. views to and from the valley and the wider rural landscape;
2. the existing development pattern of Berkhamsted; and
3. the screening of the A41.

Biodiversity and Green Infrastructure:

1. Retain existing trees and hedgerows on the site.
2. As part of delivering a net gain in biodiversity, deliver a new wildlife site on the southern parcel of the site which links into the adjacent network.
3. Contribute towards the Hill Farm Gateway Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage

1. Drainage Strategy will need to consider risk from surface water flooding, having regards to Level 2 SFRA.
2. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Bk04 - Haresfoot Campus



| | |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 7.04 hectares (all retained in the Green Belt) |
| Timescale | From 2032/33 |
| Key development and land use requirements | <ul style="list-style-type: none"> Sports and leisure facilities for Berkhamsted School to replace those provided at site allocation Bk03 - Haslam Playing Fields |

Site Specific Requirements

Urban Design Principles:

- Replacement sports facilities should take into account of its open countryside setting.

Access, Highways, and Sustainable Transport:

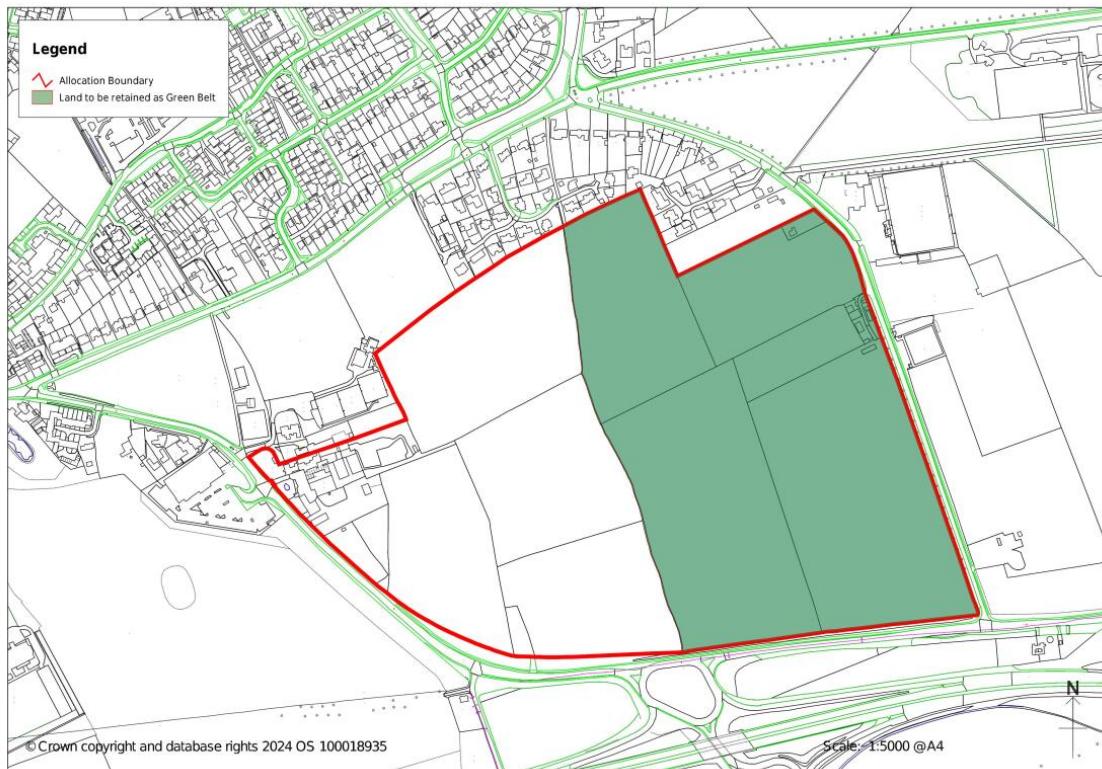
- Access to be provided via the A416/Chesham Road.
Deliver new/enhanced sustainable transport links

Social and Community

- The provision of sports facilities must be of equivalent or better quantity and quality to those which are being replaced at Growth Area Bk03 - Haslam Playing Fields.

Tring

Tr1 - Dunsley Farm



| | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 37.25 hectares, comprising <ul style="list-style-type: none"> 20.72 hectares of land to be retained in the Green Belt 16.53 hectares of land to be released from the Green Belt |
| Timescales | From 2028/29 |
| Key development and land use requirements | <ul style="list-style-type: none"> Around 250 new homes (including provision for older people). A General Employment Area in the west of the site fronting London Road, consisting of 3.6 ha of new employment land, and 1.6 ha of land already partly in industrial/commercial use (including Tring Brewery), which has scope for further small-scale employment development. A new fire and rescue station to replace the existing facility within Tring Town Centre would be an acceptable use within the General Employment Area. A new 2FE primary school (including nursery provision). Enhancements to the Cow Lane Farm Meadows wildlife site. Public Open Space. |
| Site Specific Requirements | |
| Urban Design Principles: | |

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
2. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.

Access, Highways, and Sustainable Transport:

1. Vehicular access to be provided via London Road. Primary access to employment site to be provided separately via London Road. An agreed access strategy is required for this site prior to submission of a planning application.
2. Deliver and/or contribute towards off site transport enhancements along Station Road, London Road, Cow Lane, Mortimer Hill, Bridge Way and the B4635.

Social and Community:

1. Provide land for and deliver/contributed towards a new two form entry primary school (including nursery provision).
2. Consider opportunities for community-led initiatives on the land to be retained in the Green Belt.

Environmental Health:

1. Investigate potential noise, air and light pollution impacts arising from the A41 and A4251, and identify appropriate mitigation measures as necessary.
2. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
3. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
4. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Proposals should be informed by a project level Landscape and Visual Impacts Assessment (LVIA), and will need to take account of and/or mitigate the following landscape sensitivities:

1. relationship and views from and toward the Chilterns National Landscape surrounding the parcel and important views such as from the Ivinghoe Beacon;
2. the relationship to the development pattern of Tring to the north and the sports facilities and light industrial yard to the west;
3. the localised intervisibility with the open landscape and fields;
4. urbanising influences of the A41 and London Road;
5. the setting of the historic designed landscape of Tring Park, a grade II Registered Historic Park and Garden adjacent to the south-western boundary of the parcel;
6. the recreational value of the PRoW; and
7. the existing and historic field boundary pattern.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment of the development should investigate potential recreational and air quality impacts on the Oddly Hill and Tring Park SSSI, and, where these are identified, include avoidance/mitigation measures.
2. The Cow Lane Farm Meadows wildlife site should be retained on site, and efforts should be made to avoid impacts and enhance connectivity.
3. Undertake a preliminary roost assessment.
4. Deliver Suitable Alternative Natural Greenspace (SANG) off-site at James Farm to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure.

Historic environment and Cultural Heritage:

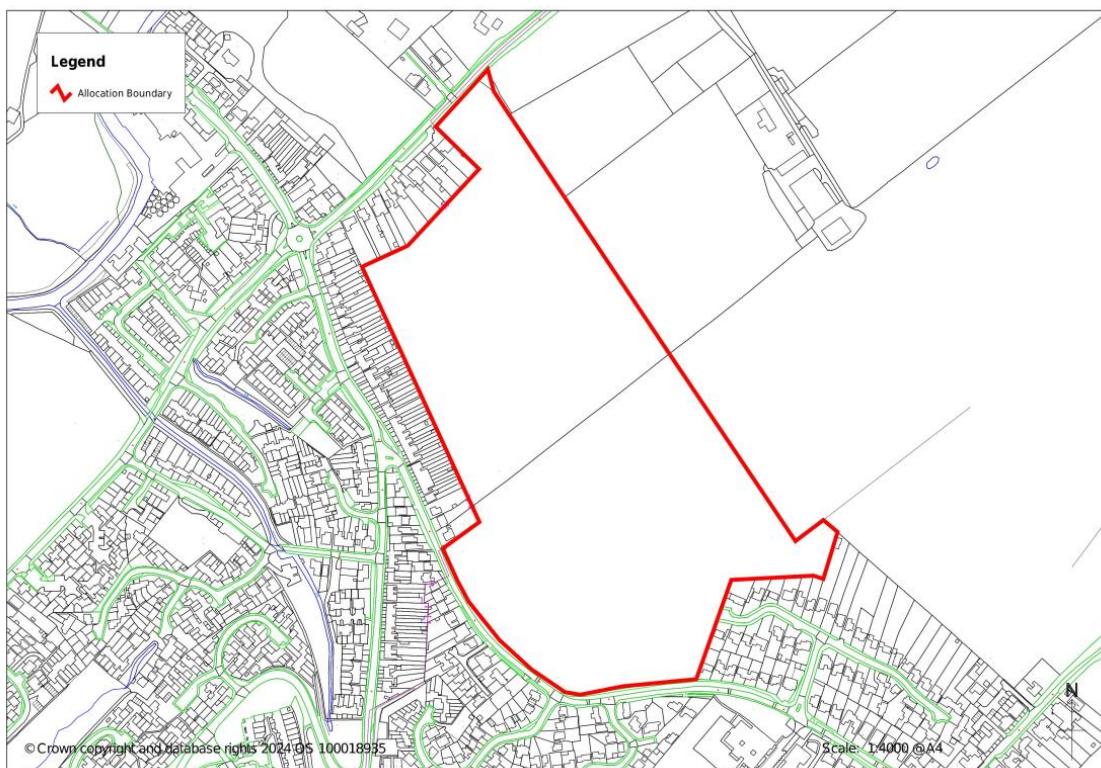
1. Ensure development of the site conserves and where possible enhances the setting of nearby heritage assets, including Tring Park (Registered Park and Garden), Pendley Manor, Dunsley Bungalow and its associated cart shed and piggery, Cow Lane Lodge to Pendley Manor (all Grade II listed buildings), and Dunsley Farmhouse.
2. Preliminary archaeological investigations required to be undertaken prior to a planning application being submitted.

Flood Risk and Drainage:

1. Flood risk assessment will need to include and sufficiently respond to groundwater flood risk investigations.
2. Drainage strategy will need to consider in detail risk from surface water flooding, having regards to Level 2 SFRA, and built development should avoid areas of high surface water flood risk.
3. Surface water run-off rates as a result of development of the site should not exceed existing Greenfield run-off rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, lead local flood authority and the Environment Agency.
4. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Tr02 - New Mill

Picture 2



| | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 14.7 hectares (all to be released from the Green Belt) |
| Timescale | From 2027/28 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 400 new homes (including provision for older people), subject to masterplanning. • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.

2. A masterplan showing a comprehensive phasing programme will be submitted at the outline planning application stage.
3. The allocations Tr02 - New Mill and Tr03 - East of Tring should be planned together, through closely aligned masterplans taking an integrated approach to the joint site area.
4. Ensure high quality GI and sustainable transport linkages are provided with the adjacent allocation Tr03 - East of Tring, including to the new community hub, local centre and primary and secondary schools.

Access, Highways, and Sustainable Transport:

1. Primary highway access to be provided via Bulbourne Road.
2. Investigate secondary highway access onto Grove Road.
3. Deliver and/or contribute towards off site transport enhancements along Station Road, Bridge Way, Marshcroft Lane, Grove Road and Brook Street.

Environmental Health

1. Investigate possible amenity issues for future residents arising from the nearby sewage treatment works, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
2. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Proposals should be informed by a project level Landscape and Visual Impacts Assessment (LVIA) and will need to take account of and/or mitigate the following landscape sensitivities:

1. views of and from the Chilterns National Landscape (CNL) and from locations such as Ivinghoe Beacon within the CNL;
2. elevated views from Tring Park;
3. screening of urbanising features within views such as the silos north of the parcel;
4. the established vegetated buffers surrounding the parcel; and
5. the existing development pattern along Grove Road and Netherby Close.

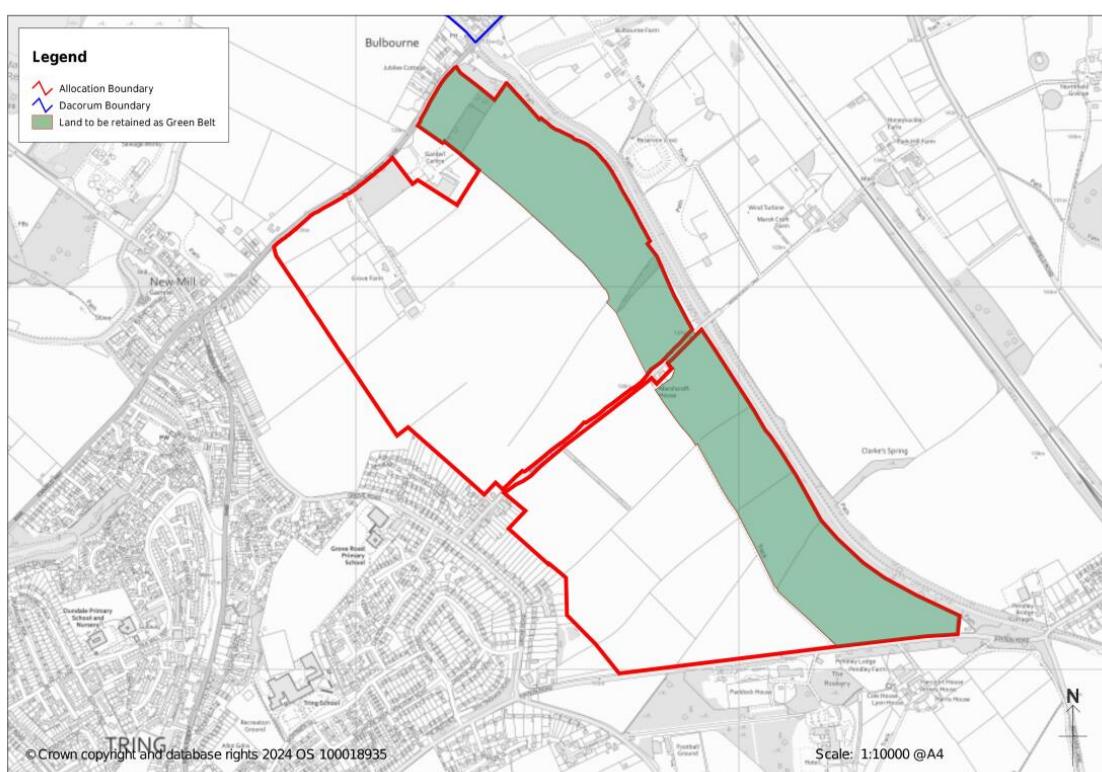
Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment of the development should investigate potential recreational and air quality impacts on the Tring Reservoirs SSSI, and, where these are identified, include avoidance/mitigation measures.
2. As part of delivering a net gain in biodiversity, utilise new landscape and surface water mitigation measures and structure to develop new green and blue infrastructure corridors and connect with other corridors in the area, including those provided at Tr03 - East of Tring.
3. Contribute towards the James Farm Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage:

1. Built development should not take place in areas of high surface water flood risk.
2. Flood risk assessment will need to include and sufficiently respond to groundwater flood risk investigations.
3. Proposals should investigate design opportunities which have the potential to reduce the risk of surface water flooding off-site.
4. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Tr03 - East of Tring



| | |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 119.11 hectares, comprising <ul style="list-style-type: none"> 36.38 hectares of land to be retained in the Green Belt 82.73 hectares of land to be released from the Green Belt |
| Timescale | From 2029/30 |
| Key development and land use requirements | <ul style="list-style-type: none"> Around 1,400 homes (including provision for older people), subject to masterplanning. A neighbourhood centre including a sports/community hub. A 3FE primary school (including nursery provision). A 6FE secondary school (including sixth form provision). SANG (at least 27ha). Public open space. |

Site Specific Requirements

Urban Design Principles:

- Design codes will be developed alongside the preparation of any outline planning application and agreed by means of condition.
- A masterplan showing a comprehensive phasing programme will be submitted at the outline planning application stage.
- The allocations Tr03 East of Tring and Tr02 New Mill should be planned together through closely aligned masterplans taking an integrated approach to the joint site area.

4. Design, layout and landscaping should mitigate the impacts on the ecological assets within and adjoining the site.
5. Ensure high quality green and blue infrastructure and sustainable transport linkages are provided with the adjacent allocation Tr02, including to the new community hub, local centre and primary and secondary schools .

Access, Highways, and Sustainable Transport:

1. Primary access from Station Road and Bulbourne Road.
2. A new link road to be provided connecting Bulbourne Road and Station Road.
3. Deliver and/or contribute towards off site transport enhancements along Station Road, Bulbourne Road, London Road, Mortimer Hill, Grove Road and Marshcroft Lane.
4. Contribute towards improvements to the canal towpath.

Social and Community:

1. The neighbourhood centre should include new community facilities and a small parade of shops to serve the day-to-day needs of new and existing residents.
2. Provide land for and deliver/contribute towards a new 3FE primary school (including nursery provision) and associated playing fields
3. Provide land for and deliver/contribute towards a new 6FE secondary school (including sixth form provision) and associated playing fields.
4. Deliver a new sports hub to serve existing and future residents of Tring and the surrounding area.

Environmental Health:

1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination.
2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
3. Investigate possible amenity issues for future residents arising from the nearby sewage treatment works, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
4. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Proposals should be informed by a project level Landscape and Visual Impacts Assessment (LVIA) and will need to take account of and/or mitigate the following landscape sensitivities:

1. the intervisibility with the wider landscape due to the elevated areas of the Chilterns National Landscape (CNL); namely prominent locations such as the Ridgeway National Trail, Ivinghoe Beacon and associated downland and chalk grassland, areas south of the parcel and along the CNL boundary;
2. elevated views from Tring Park;
3. the historic field pattern; areas of complex topography with associated higher levels of intervisibility;
4. well established internal and external hedgerows;
5. a strong scenic quality from the agricultural landscape and enclosure of the parcel;
6. the intact nature of areas of the parcel with few external influences; and
7. tree lined skylines.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment of the development should investigate potential recreational and air quality impacts on the Tring Reservoirs SSSI, and, where these are identified, include avoidance/mitigation measures.
2. Create a new green corridor linking the new woodland area to the north east with the existing built-up area of Tring along Marshcroft Lane to the adjacent allocation Tr02.
3. Efforts should be made to retain priority deciduous woodland and traditional orchard habitats on site where practicable, avoid impacts and enhance connectivity.
4. Deliver Suitable Alternative Natural Greenspace (SANG) on site by creating a new linear park along the entire north-eastern boundary of the site that runs parallel to the Grand Union Canal, to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure.

Historic environment and Cultural Heritage:

1. Development must conserve and where possible enhance the setting of a number of heritage assets in the area, including Pendley Manor, its stable and lodge, the canal bridge at Marshcroft Lane (all Grade II), and Marshcroft Lane (roman road).
2. Development of the site should respect the setting and separate identify of Bulbourne to the north, which contains a number of designated and non-designated heritage assets.
3. Retain archaeological features identified within the site where this is practicable.

Flood Risk and Drainage:

1. Drainage Strategy should consider how surface water flow path can be included in site design.
2. Above-ground SuDS should be used as far as practicable, and surface water run-off rates as a result of development of the site should not exceed existing Greenfield run-off rates. Mitigate impacts arising from the canal cutting and inflows to Tring Reservoirs. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, lead local flood authority and the Environment Agency.

Large Villages

Bovingdon

Grange Farm



| | |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 10.31 hectares, comprising <ul style="list-style-type: none"> • 2.16 hectares of land to be retained in the Green Belt • 8.15 hectares of land to be released from the Green Belt |
| Timescales | From 2026/27 (First five years) |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 217 dwellings, including provision for older people, subject to masterplanning. • 1.15ha of land safeguarded for community uses, including outdoor sport. • A new community building (Use Class F). • Public open space. |

Site Specific Requirements

Urban Design Principles:

1. Green and Blue Infrastructure should be an integral part of the design process leading to connected infrastructure both within the development and on neighbouring sites.

Access, Highways, and Sustainable Transport:

1. Access to be provided via Green Lane.
2. Working with providers, contribute towards bus service enhancements in the area.
3. Connect to existing footpaths, cycleways and Public Rights of Way (PRoW) wherever possible to enhance permeability and connectivity.
4. Deliver and/or contribute towards new/enhanced pedestrian and cycle links with Bovingdon High Street including off-site enhancements.

Social and Community:

1. Deliver a new community building (use class F) on site.
2. Safeguard a minimum of 1.15ha land for outdoor sport and recreation uses.

Environmental Health:

1. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use

Landscape Considerations:

Development will need to take account of and/or mitigate the following landscape sensitivities:

1. the layout and historic orientation and development pattern of Bovingdon;
2. existing hedgerows and screening; and
3. vegetated skylines.

Biodiversity and Green Infrastructure:

1. As part of delivering a net gain in biodiversity, deliver biodiversity enhancements on site including through new SuDS measures.
2. Ensure new opportunities link with existing corridors in the vicinity of the site, including the Local Wildlife Site to the south west.
3. Deliver Suitable Alternative Natural Greenspace (SANG) off-site at Haresfoot Farm to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure.

Historic environment and Cultural Heritage:

1. Retain existing hedgerow on western corner of site to conserve the setting of the listed building White Hart Cottage (Grade II).

Flood Risk and Drainage:

1. Surface water run-off rates as a result of development of the site should not exceed existing Greenfield run-off rates. Measures to alleviate surface water run-off should also reduce surface water flood risk to the East and North East of the site.

Markyate

London Road



| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size | 6.31 hectares (all to be released from the Green Belt) |
| Timescale | From 2029/30 |
| Key development and land use requirements | <ul style="list-style-type: none"> • Around 150 dwellings, subject to masterplanning. • No built development should take place within Flood Zones 2 and 3 - with the exception of the access road and single span bridge. Areas at greater risk of flooding will deliver new public open space. |
| Site Specific Requirements | |
| Urban Design Principles: <ol style="list-style-type: none"> 1. Design codes will be developed along side the preparation of any outline planning application and agreed by means of condition. | |
| Access, Highways, and Sustainable Transport: <ol style="list-style-type: none"> 1. Access to the site is to be provided via London Road and limited to the area identified in blue on the map above. 2. Contribute towards new/enhanced pedestrian and cycle links with the historic centre of Markyate, including off-site provision on London Road and where possible along existing Public Rights of Way. 3. Deliver and/or contribute towards off-site enhancements to the local road network, including but not limited to junction improvements along London Road. | |
| Environmental Health: <ol style="list-style-type: none"> 1. Consideration should be given to Controlled Waters as a receptor to potential ground contamination. | |

2. Any proposals should include appropriate risk assessments and should not negatively impact groundwater quality.
3. Investigate potential noise, air and light pollution impacts arising from the A5183 and identify appropriate mitigation measures as necessary.
4. Investigate possible amenity issues for future residents arising from the nearby sewage treatment works, and where necessary, identify appropriate mitigation measures to address any adverse impacts from these.
5. Proposals should be supported by a site waste management plan.

Landscape Considerations:

Proposals should be informed by a project level Landscape and Visual Impacts Assessment (LVIA), and will need to take account of and/or mitigate the following landscape sensitivities:

1. the existing development pattern of Markyate;
2. screening of London Road and the transport corridors at the valley bottom;
3. visual connection to the wider rural landscape and the Chilterns AONB to the south;
4. landform which creates elevated points with higher levels of intervisibility across the valley; the River Ver and the habitats around it; and
5. screening of urbanising influences around the parcel along London Road.

Biodiversity and Green Infrastructure:

1. An Ecological Impact Assessment will be required to be submitted as part of any application for development on this site, this should make provisions for ecological surveys of the River Ver.
2. Development should cause no further deterioration to the chalk stream priority habitat, or of its associated elements. Early engagement with the Environment Agency is encouraged to support this. If relevant, proposals will be expected to de-culvert the river. If this is not possible the applicant will need to demonstrate why it is not feasible.
3. Developments should provide a minimum 10m Ecological Buffer Zone to the River Ver A long-term ecological management plan is required for this buffer.
4. Any new development must ensure that it does not cause a further deterioration of the Ver or of its associated elements, and so must ensure that any potential increase in surface water run-off is mitigated against.
5. A WFD assessment will be required to be submitted as part of any application.
6. Utilise the new landscape structure to connect with existing green corridors and spaces in the area.
7. As part of delivering a net gain in biodiversity development should consider:
 - a. focusing enhancements along the River Ver.
 - b. Installing planting buffer zones to protect the river's associated elements from deterioration and to enhance existing mitigation.
 - c. Delivering enhancements to the river and its margins.
 - d. Exploring the potential to enhance green corridors along the course of the river
 - e. Introducing a design which minimises light spill on the river.
 - f. Retain hedgerows.
8. Contribute towards the Studham Common Suitable Alternative Natural Greenspace (SANG) off-site to offset potential adverse effects on the Chilterns Beechwoods SAC arising from recreational pressure, unless an alternative solution is identified and agreed with Natural England.

Flood Risk and Drainage:

1. No built development should take place within Flood Zones 2 and 3, with the exception of the access road and single span bridge
2. Any development within 8 meters of a main river will require a Flood Risk Activity Permit from the Environment Agency
3. Where the provision of new highway infrastructure adversely affects areas of higher flood risk, compensatory flood alleviation measures will be required.
4. Flood Risk assessment should undertake condition assessment of the culvert along the River Ver upstream of the site and investigate the impact of a potential blockage of the structure

5. Detailed ground investigations will be required to fully determine groundwater conditions to inform safe development design
6. Surface water run-off rates as a result of development of the site should not exceed existing Greenfield run-off rates. Measures which achieve this should be discussed and agreed with Hertfordshire County Council's ecologist, Lead Local Flood Authority and the Environment Agency.
7. Above-ground SuDS should be used as far as practicable, and discharge restricted to greenfield runoff rates and volumes.

Appendix 1. Monitoring Framework

Table 18 Monitoring Framework

| Relevant policies | Monitoring indicator | Target | Action |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| SS1 – Spatial Strategy for Growth | Number of planning applications not in accordance with the spatial strategy and development principles not upheld at appeal. | 0 | Review permissions allowed on appeal to understand why they are contrary to the spatial strategy and consider appropriate action. |
| | Net residential and non-residential completions within the Green Belt and within the countryside beyond the Green Belt. | Ensure all relevant planning permissions are only granted in accordance with the policy. | Review permissions granted outside of the main settlements and their policy implications and consider appropriate action. |
| | Number of new homes completed and whether the housing provision, distribution and phasing targets that are set out in the policy are being achieved. | Ensure all relevant planning permissions are only granted in accordance with the policy. | Review permissions granted to understand the supply of land for development and consider appropriate action. |
| H1 – Delivering the Housing Strategy HGC1 - Transformation of Hemel Hempstead H6 - Accessible and Adaptable Homes D2 - Density and Height of Development | Net new homes completed over the plan period. | Deliver a minimum of 15,332 net additional homes in accordance with the housing trajectory. | Review performance of the policy against the review mechanisms under points 2a and 2b in Policy MON1. |
| | Net new homes completed in Hemel Hempstead over the plan period. | Deliver at least 10,700 net additional homes in Hemel Hempstead. | |
| | Proportion of net new homes completed for each category within the settlement hierarchy over the plan period. | Deliver new homes in accordance with Tables 1 and 2 in Policy H1. | |
| | 5 year rolling supply of housing (including any buffer as appropriate). | Maintain a 5 year housing land supply in each rolling period. | |
| | The delivery of housing land allocations. | Ensure progress is being made with allocations and that they are brought forward in accordance with the housing trajectory. | |
| H2 – Mix of Housing HGC3 - Town Centre Opportunity Area HGC4 - Two Waters Opportunity Area | Type, size and mix of completed new homes in accordance with policy. | Compliance with requirements of the policy subject to viability. | Regularly review policy requirements against latest technical studies. |
| | Number of age-restricted general market housing, retirement living or | Positive trend. | Liaise with the Housing team, Hertfordshire County Council, and other relevant stakeholders to review and |
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| H4 – Custom and Self Build Housing | sheltered housing (housing with support) completed over the plan period. | | consider delivery of senior and specialist care and supported housing and extra care housing and residential care/nursing homes. Consider what further action is appropriate. |
| | Number of extra care housing and residential care/nursing homes completed over the plan period. | Positive trend. | |
| | Number of custom and self-build plots completed. | Provide 5% of custom and self-build plots on all qualifying sites of 40 or more houses. | If not meeting the demand from the self build and custom register then review the policy. |
| H5 – The Travelling Community | Number of pitches completed over the plan period. | Ensure 20 new traveller pitches are delivered over the plan period and that this satisfies a 5 year supply against locally set target. | Liaise with the gypsy and travelling community and relevant bodies to establish challenges around providing and delivering additional pitches. |
| | Delivery of pitches at Site Allocations Hm01 - North Hemel Hempstead and Hm14 - Marchmont Farm permitted. | Ensure the allocations deliver 13 additional traveller pitches in accordance with site requirements and timescales over the plan period. | Consider what further action is appropriate. |
| H7 – Exception Sites | Number of applications allowed at appeal contrary to the policy. | 0 | Review permissions allowed on appeal to understand why they are contrary to policy and consider appropriate action. |
| H8 – Agriculture and Forestry Workers Dwellings | Number of applications allowed at appeal contrary to the policy. | 0 | Review permissions allowed on appeal to understand why they are contrary to policy and consider appropriate action. |
| H9 – Residential Conversions and Changes of Use to Residential | Number of applications allowed at appeal contrary to the policy. | 0 | Review permissions allowed on appeal to understand why they are contrary to policy and consider appropriate action. |
| H10 – Residential Annexes | Number of applications allowed at appeal contrary to the policy. | 0 | Review permissions allowed on appeal to understand why they are contrary to policy and consider appropriate action. |

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| E1 – Delivering the Employment Strategy E4 – Loss of Employment, Retail and Other Main Town Centre Uses (part of policy relating to ‘employment’) HGC5 - Maylands Opportunity Area | Annual net change in E(g)(i) class office and B2, B8 or E(g)(iii) industrial / warehousing class floorspace. | No target. | Review policy if there is a substantial change. |
| | Net change in E(g)(i) class office and B2, B8 or E(g)(iii) industrial/warehousing class floorspace in General Employment Areas (GEAs), town, district and local centres and elsewhere. | No target. | |
| | Progress 3.6ha of new employment land at Site Allocation Tr01 – Dunsley Farm, Tring. | Ensure the Dunsley Farm employment allocation is brought forward and delivered as part of the Tr01 development. | |
| E2 – Delivering the Retail and Leisure Strategy E4 – Loss of Employment, Retail and Other Main Town Centre Uses (part of Policy relating to ‘retail and other main town centre uses’) HGC2 - Hemel Garden Communities Place Principles HGC3 - Town Centre Opportunity Area HGC4 - Two Waters Opportunity Area HGC5 - Maylands Opportunity Area | Net change in floorspace of shops (Class E(a), F2(a)) in designated centres listed in Table 9 in Policy E2 and comparison and convenience goods shopping floorspace. | No target. | Review if there is a substantial fall in floorspace (excluding comparison goods shopping floorspace that the Plan allocates for housing development). |
| | Delivery of retail and community facilities under Site Allocations Hm01 - North Hemel Hempstead, Hm13 - Polehanger Lane, Bk01 - South of Berkhamsted and Tr03 - East of Tring. | Ensure the site allocation are brought forward and delivered in accordance with site requirements and timescales. | |
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| E3 – Tourism and the Visitor Economy | Status and type of permissions completed for visitor and economic developments. | Positive trend. | Liaise with the Communities and Enterprise team to review the need and aspiration for the visitor economy. |
| E5 – Social Value | Number of Social Value Strategies submitted with new proposals. | Ensure Social Value Strategies are submitted with all new qualifying developments. | Liaise with the Communities and Enterprise team to review the challenges of delivering Social Value Strategies. |
| CC1 - Climate Change Mitigation and Adaptation | No indicator. | n/a | n/a |

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| CC2 - Sustainable Design and Construction | Number of major applications allowed at appeal contrary to policy. | 0 | Review if the policy is not being achieved. |
| CC3 - Energy and Carbon Emissions Reductions in New Development | Number of qualifying developments allowed at appeal contrary to BREEAM policy requirements. | 0 | Review if the policy is not being achieved. |
| CC4 - Renewable, Low Carbon and Community Energy | Number of major applications allowed at appeal contrary to policy. | 0 | Review if the policy is not being achieved. |
| CC5 - Carbon Offsetting | Contributions made where on-site policy requirements are not met. | No target as preference is for on-site measures. | See actions to CC2-CC4. |
| CC6 - Protection from Environmental Pollution | Number of major applications allowed at appeal contrary to policy. | 0 | Review if the policy is not being achieved and liaise with the Environmental Health team. |
| | Reduction in extent of Air Quality Management Areas | Positive trend. | |
| NE1 - Landscape Character and Chilterns National Landscape | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Chilterns Conservation Board. |
| | Number of s106 agreements making contributions towards the Chilterns AONB Management Plan. | Optimise contributions as appropriate. | |
| NE2 - Protecting Biodiversity and Geodiversity | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Hertfordshire LEADS team (Landscape, Ecology, Archaeology, Design and Sustainability). |
| NE3 - Biodiversity Net Gain HGC2 - Hemel Garden Communities Place Principles | Biodiversity gains resulting, or expected to result, from biodiversity gain plans approved. | 100% of all qualifying development to achieve at least 10% biodiversity net gain. | Mandatory requirement and no action required. |
| NE4 - Chilterns Beechwoods Special Area of Conservation HGC2 - Hemel Garden Communities Place Principles ID1 – Delivering the Infrastructure to Support Growth | Condition status of SAC/SSSIs. | Positive trend. | Chilterns Beechwoods SAC Mitigation Strategy to be reviewed taking into account SANG/SAMMS policy monitoring. |
| | SAMMS contributions received. | No target set as 100% of qualifying developments to make contributions. | |
| | Delivery of SANGs identified in site allocations. | Ensure identified SANGs within the site allocations are brought forward and delivered in accordance with site requirements and timescales. | |

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| NE5 - SANG Principles ID1 – Delivering the Infrastructure to Support Growth | Hectares of SANG designed in accordance with policy and approved by planning permission. | No target set as 100% of SANG schemes are expected to achieve policy requirements. | |
| NE6 - Gateway Principles ID1 – Delivering the Infrastructure to Support Growth | Hectares of gateway designed in accordance with policy and approved by planning permission. | No target set as 100% of gateway schemes are expected to achieve policy requirements. | |
| NE7 - Protecting and Enhancing the River Character and Water Environment | Number of planning applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Environment Agency. |
| NE8 - Canalside Environment | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Canal & River Trust. |
| NE9 - Flood Risk and Protection | Number of applications approved at appeal contrary to Environment Agency advice on flood risk and protection. | 0 | Review if the policy is not being achieved and liaise with the Environment Agency. |
| NE10 - Tree Retention and Protection | Not monitored. | n/a | n/a |
| NE11 - Landscaping and Tree Planting on Development Sites | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Clean, Safe and Green team. |
| NE12 - Open Land | The number of applications for non-compatible development on designated Open Land allowed at appeal. | 0 | Review appeals allowed and consider appropriate action. |
| NE13 - Aerodrome Safeguarding | Number of applications allowed at appeal contrary to the policy. | 0 | Review appeals allowed and consider appropriate action. |
| HE1 - Historic Environment HE2 - Designated Heritage Assets HE3 - Non-Designated Heritage Assets HE4 - Archaeology | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Conservation Team and Historic England. |

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| HE5 - Advertisements | Number of applications allowed at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Conservation Team. |
| D1 - Delivering High Quality Design HGC1 - Transformation of Hemel Hempstead HGC2 - Hemel Garden Communities Place Principles | Number of applications allowed on appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with Development Management. |
| D3 – Public Art HGC2 - Hemel Garden Communities Place Principles | Contributions / provision of public art by qualifying applications. | No target set but positive trend expected. | Review if the policy is not being achieved and liaise with the Arts and Culture team. |
| TC1 - Transport and Movement TC2 - Walking and Cycling TC3 - Passenger Transport TC4 – Supporting and Protecting Land for Transport Interventions TC5 – Travel Plans HGC2 - Hemel Garden Communities Growth Place Principles HGC3 - Town Centre Opportunity Area HGC4 - Two Waters Opportunity Area HGC5 - Maylands Opportunity Area ID1 – Delivering the Infrastructure to Support Growth | Proportion of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and convenience shops. Delivery of site-specific transport obligations secured by legal agreements. CIL contributions allocated to transport infrastructure. Safeguard and enhance the strategic walking and cycling network Travel Plans mitigation secured through s106 agreements. | Positive trend. No target as measures to be in accordance with HCC requirements. No target. Delivery of LCWIP proposals No target set as mitigation will be provided in accordance with Hertfordshire County Council guidance. | Review if the policy is not being achieved and liaise with Hertfordshire County Council, Highways England and other relevant providers. |
| TC6 - Parking Provision | Number of schemes approved at appeal contrary to the policy. | 0 | Review if the policy is not being achieved and liaise with the Development Management team. |
| HC1 - Health and Wellbeing | No monitoring target. | n/a | n/a |

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| HC2 - Health Impact Assessments | Number of major residential developments of 100 homes or more providing a Health Impact Assessment | No target set as 100% of development is a requirement of policy. | Review the effectiveness of the policy if requirements are not being met and liaise with Hertfordshire County Council's Public Health team. |
| HC3 – Education HC4 - Sport and Leisure HC5 - Open Space Provision HC6 - Community Facilities HGC1 - Transformation of Hemel Hempstead HGC2 - Hemel Garden Communities Place Principles HGC3 - Town Centre Opportunity Area HGC4 - Two Waters Opportunity Area ID1 - Delivering the Infrastructure to Support Growth | Delivery of Healthy Communities infrastructure secured by s.106 agreements. | Provision secured in accordance with the IDP and/or site requirements. | Review if the policy is not being achieved and liaise with the Infrastructure team, Communities and Leisure team, and relevant infrastructure providers. |
| HC7 - Community Stewardship and Management HGC2 - Hemel Garden Communities Place Principles | Number of management agreements for new open space or community facilities secured by condition or legal agreement. | No target. | Review if the policy is not being achieved and liaise with the Hemel Garden Communities team. |
| MON1 - Monitoring and Review | No indicator. | n/a | Review the policy in light of the review mechanisms under points 2a.-d. in Policy MON1. |

Appendix 2. List of Strategic Policies

List of Strategic Policies

| Reference | Policy Title |
|-----------|------------------------------------------------------|
| SSI | Spatial Strategy for Growth |
| HGC1 | Transformation of Hemel Hempstead |
| HGC2 | Hemel Garden Communities Place Principles |
| HGC3 | Town Centre Opportunity Area |
| HGC4 | Two Waters Opportunity Area |
| HGC5 | Maylands Opportunity Area |
| H1 | Delivering the Housing Strategy |
| H2 | Mix of Housing |
| H3 | Affordable Housing |
| H4 | Custom and Self Build Housing |
| H5 | The Travelling Community |
| E1 | Delivering the Employment Strategy |
| E2 | Delivering the Retail and Leisure Strategy |
| CC1 | Climate Change Mitigation and Adaptation |
| NE1 | Landscape Character and Chilterns National Landscape |
| NE4 | Chilterns Beechwoods Special Area of Conservation |
| HE1 | Historic Environment |
| D1 | Delivering High Quality Design |
| TC1 | Transport and Movement |
| HC1 | Health and Wellbeing |
| ID1 | Delivering the Infrastructure to Support Growth |
| MON1 | Monitoring and Review |
| SA1 | Allocated Sites |

Appendix 3. Sites Less Than One Hectare

3.1 Paragraph 70 of the National Planning Policy Framework requires Local Plans to identify land to accommodate at least 10% of the overall housing requirement on sites no larger than one hectare. For Dacorum's Local Plan, this equates to 1,524 homes. The following table presents a list of all of the site allocations and sites with planning permission that are less than one hectare in size. Combined, these provide for 1,563 homes. Additional sites that are smaller than one hectare are likely to come forward for development as windfalls and these will contribute further to this figure.

Table 19

| Site | Allocation/Application Reference | Settlement | Area (Hectares) | Net New Dwellings |
|---------------------------------------------------|----------------------------------|-----------------|-----------------|-------------------|
| Civic Zone, Marlowes | Hm02 | Hemel Hempstead | 0.86 | 200 |
| Paradise | Hm04 | Hemel Hempstead | 2.29* | 350 |
| Symbio Site | Hm07 | Hemel Hempstead | 0.22 | 100 |
| Kier Park | Hm12 | Hemel Hempstead | 0.97 | 234 |
| Akeman Business Park | 4/01257/16/OPA | Tring | 0.359 | 24 |
| Park House, Park Lane | 22/02442/OTD | Hemel Hempstead | 0.167 | 22 |
| Akeman Business Park | 4/02762/16/OPA | Tring | 0.359 | 24 |
| 158b, Marlowes | 4/01505/18/MFA | Hemel Hempstead | 0.076 | 14 |
| Tring House, 77-81 High Street | 21/04660/OPA | Tring | 0.08 | 12 |
| Bunkers Farm, Bunkers Lane | 4/01524/09/FUL | Rest Of Borough | 0.803 | 10 |
| Park House, Park Lane | 22/01498/DPA | Hemel Hempstead | 0.07 | 18 |
| The Old Orchard, Shootersway | 4/02934/18/MFA | Berkhamsted | 0.186 | 16 |
| 16-34 Randalls Ride | 20/03938/MFA | Hemel Hempstead | 0.297 | 20 |
| Unit 4 The Hub, Paradise | 21/04352/MFA | Hemel Hempstead | 0.406 | 56 |
| Land formerly Roy Chapman Ltd | 4/02607/17/ROC | Berkhamsted | 0.6 | 32 |
| Total on Allocations and Major Permissions | | | | 1,125 |
| Other small sites with planning permission | | | | 438 |
| TOTAL | | | | 1,563 |

Appendix 4. Glossary

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| Accurate Visual Representations | AVR- highly accurate three dimensional photomontage. |
| Affordable housing | <p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>Affordable housing:</p> <ul style="list-style-type: none"> a. Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). b. Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. c. Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. d. Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement. (National Planning Policy Framework, February 2019) |
| Amenity Greenspace | Informal recreation spaces, communal greenspaces in and around housing and village greens (Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, Fields in Trust October 2015) |
| Air quality management areas (AQMAs) | Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. (National Planning Policy Framework, February 2019) |
| Ancient or veteran tree | A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage. (National Planning Policy Framework, February 2019) |

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| Ancient woodland | An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS). (National Planning Policy Framework, February 2019) |
| Annual monitoring report (AMR) | Monitors the local planning framework and its key policies and proposals. Information in this document will show trends and highlight possible problem areas which future changes to planning policy will seek to address |
| Annual position statement (residential land position statement and employment land position statement) | A document setting out the 5 year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery. (National Planning Policy Framework, February 2019) |
| Areas of Archeological interest (significant) | There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point. (National Planning Policy Framework, February 2019) |
| Area of Outstanding Natural Beauty (AONB) | Parts of the countryside in Dacorum includes the Chilterns AONB / national landscape. This is a precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safe guard it. The AONB is a managed Area of Outstanding Natural Beauty (AONB): by the Chilterns Conservation Board. The Board was set up by a Parliamentary Order under the Countryside and Rights of Way Act 2000. Its primary purpose is to conserve and enhance the natural beauty of the AONB. However it does have other purposes – i.e. to increase the public's understanding and enjoyment of the AONB and to foster the economic and social well-being of communities within the AONB. The Council must also have regard to the primary purpose of conserving and enhancing the natural beauty in exercising its functions. |
| Brownfield land | See previously developed land (National Planning Policy Framework, February 2019) |
| Brownfield land registers | Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Brownfield land registers: Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures. (National Planning Policy Framework, February 2019) |
| Build to rent | Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will Build to Rent: usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control. (National Planning Policy Framework, February 2019) |
| Climate change adaptation | Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. (National Planning Policy Framework, February 2019) |
| Climate change mitigation | Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. (National Planning Policy Framework, February 2019) |
| Community Infrastructure Levy (CIL) | Dacorum operates a CIL charge on most types of new development in their area. This charge is based on a simple formulae which relate the size of the charge to the size and character and location of the development paying it. |
| Conservation (for heritage policy) | The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance. (National Planning Policy Framework, February 2019) |

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| Conservation Area | Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance. |
| Conservation Area Appraisals | Set out why an area has been defined as a Conservation Area; its different character areas and appearance; buildings of significant interest; features for retention and improvement and proposals for its future management. |
| Deliverable | To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular: Deliverable: a. sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). b. where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years. (National Planning Policy Framework, February 2019) |
| Designed Heritage Asset | A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. (National Planning Policy Framework, February 2019) |
| Designated Rural Areas | National Parks, Areas of Outstanding Natural Beauty and areas designated as 'rural' under Section 157 of the Housing Act 1985. (National Planning Policy Framework, February 2019) |
| Developable | To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged. (National Planning Policy Framework, February 2019) |
| Development plan | Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy Development plan: policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made. (National Planning Policy Framework, February 2019) |
| District Centre | A grouping of shops providing important convenience and comparison goods shopping, and services for the local area. Usually of between 50 and 100 units, a District Centre is an important local hub for the surrounding residential community. |
| Edge of Centre | For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this Edge of centre: includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances. (National Planning Policy Framework, February 2019) |
| Entry-level exception site | A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 71 of this Framework (National Planning Policy Framework, February 2019) |
| Environmental impact assessment | A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment. (National Planning Policy Framework, February 2019) |

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| Evidence base | The process of producing a development plan document firstly requires the assembly of an evidence base. The evidence base consists of studies, plans and strategies produced by the Council and other organisations. |
| Existing sites | 'Existing sites' refers to those sites allocated in the Core Strategy or Site Allocation and carried through into the new Local Plan. |
| First Homes | First Homes is the Government's new programme for introducing discounted affordable homeownership properties on new-build homes. Such homes will be made available at a minimum 30% discount off market price and are to form at First Homes least 25% of the affordable housing contribution on a qualifying site. The Government intends that the discount is retained on the property in perpetuity for subsequent occupiers. First Homes will be prioritised for local people, first time buyers, key workers, and serving members and veterans of the Armed Forces. (MHCLG Changes to the current planning system (August 2020) |
| General Employment Areas (GEA's) | Areas defined on the Proposals Map where a specified range of employment generating uses (Classes B1, B2 and/or B8 of the Use Classes Order) are directed, and where the loss of employment land to other uses is not normally permitted. |
| Geodiversity | The range of rocks, minerals, fossils, soils and landforms. (National Planning Policy Framework, February 2019) |
| Green Belt | An area of open land where strict planning controls apply in order, in particular, to check the further growth of a large built-up area. It is designated in a development plan. |
| Green Infrastructure (GI) | A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. (National Planning Policy Framework, February 2019) |
| Growth Areas | Areas allocated for substantial development (for example for housing, employment, retail or transport) which will be expected to deliver the site specific requirements set out in the associated allocations policy, in addition to being in accordance with relevant local and national policies. |
| Gypsies and Travellers | Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but Gypsies and Travellers: excluding members of an organised group of travelling show people or circus people travelling together as such. (Planning policy for traveller sites, August 2015) A "pitch" means a pitch on a gypsy and traveller site |
| Habitats site | Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Habitats site: Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. (National Planning Policy Framework, February 2019) |
| Health Impact Assessment | A combination of procedures, methods and tools that systematically judges the potential, and sometimes unintended effects of a policy, plan, programme or project on the health of a population and the distribution of those effects within the population and identifies appropriate actions to manage those effects |
| Heritage asset | A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing). (National Planning Policy Framework, February 2019) |
| Hertfordshire Biodiversity Action Plan | A 50 year vision for the wildlife and natural habitats of Hertfordshire and provides guidance on the protection, restoration and re-creating a sustainable level of biodiversity in the country. |

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| Heavy Goods Vehicle (HGV) | A vehicle with a mass of over 3,500kg. |
| His Majesty's Prison (HMP) | Used to refer to a prison in the UK. |
| Historic Environment | All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (National Planning Policy Framework, February 2019) |
| Historic Environment Records (HER) | Records the archeological sites and heritage buildings in Dacorum. |
| Housing Delivery Test | Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November. (National Planning Policy Framework, February 2019) |
| Inter-urban | Connecting cities or towns |
| International, national and locally designated sites of importance for biodiversity | All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites. (National Planning Policy Framework, February 2019) |
| Key Shopping Area | Also referred to as the 'Primary Shopping Area'; see NPPF (paragraph 2.3 and Annex 2) |
| LAP | Local Area for Play - a play space aimed at very young children, that meets the minimum standards for this type of provision. |
| LEAP | Local Equipped Area for Play - a play space aimed at children who can go out to play independently, that meets the minimum standards for this type of provision. |
| Listed Building | A building included in a list compiled or approved by the Secretary of State. It includes any object or structure fixed to the building and any object structure within the curtilage of the building which, although not fixed to the building, formed part of the land and has done so since July 1948. |
| Local Development Order (LDO): | An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development. (National Planning Policy Framework, February 2019) |
| Local Enterprise Partnership (LEP): | A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. (National Planning Policy Framework, February 2019) |
| Local housing need | The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of this Framework). (National Planning Policy Framework, February 2019) |
| Local Centre | Centres offering a range of shops and services, community services (e.g. health centre, community centre, village halls) and some leisure services such as restaurants, cafes and takeaways, plus a dominant supermarket. While usually Local Centre of between 15 and 40 units, in some cases a local centre may have less than 15 units, where it still provides an important local function, or has a supermarket that dominates the convenience market within the wider local area. |
| Local Nature Partnership | A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. (National Planning Policy Framework, February 2019) |

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| Local Nature Reserves (LNRs): | Places identified as having wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature, or simply to enjoy it. |
| Local Mobility Hubs | Will still have the opportunity to provide a wide range of services but will be targeting different locations to the Metro mobility hub(s). The Local mobility hub(s) will be placed in new and existing local centres, designed to complement the existing range of services the local centres in Hemel Hempstead provide, enhancing them by increasing the sustainable and active travel facilities. Helping to encourage people away from private car use in these locations, which are currently dominated by car parking spaces, make using the car for short journeys from an individual's home to the local centre the easiest option |
| Local Planning Authority (LPA): | The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Local Planning Authority (LPA): Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities. (National Planning Policy Framework, February 2019) |
| Local plan | A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Local Plan: Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two. (National Planning Policy Framework, February 2019) |
| Local Transport Plan (LTP): | The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every 5 years and to keep it under review. The plan sets out the statutory framework and policies on how Local Transport Plan (LTP): transport can help deliver a positive future vision by considering safe and efficient travel while supporting economic growth, meeting housing needs, improving public health and reducing environmental damage. The plan also considers how future planning decisions and emerging technology might affect the way transport needs to be provided in the longer term |
| Main town centre uses: | Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, Main town centre uses: casinos, health and fitness centres, indoor bowling centres and bingo halls); offices and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). (National Planning Policy Framework, February 2019) |
| Major development | For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as Major development: otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. (National Planning Policy Framework, February 2019) |
| Mass Rapid Transit (MRT) | A high quality, high capacity passenger transport system |
| Micro Mobility Hubs | The smallest scale of mobility hub, Micro mobility hub(s), will further complement the network, ensuring no residential or business location is too far from an easily identifiable interchange location. 4.2.82. An example of an existing UK based mobility hub which could form a template for HGC Micro mobility hub(s) is located in the |

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| | London Borough of Redbridge. Delivered in 2021, and the first CoMoUK accredited Mobility Hub, the suburban mini hub includes seating for a community café, cycle parking, planting, a car club bay, EV charging, and space to include micro mobility |
| Modal shift | Replacing a saturated means of transport with another to make the first less congested |
| MUGA | Multi-Use Games Area - a play space that enables a range of informal sport and games to take place and that meets the minimum standards of this type of provision |
| Multi-modal transport interchanges (MMTIs) | Interchange between one mode of any type of transport and another for example between bus and train. It also considers interchange between public transport and the feeder modes used to get to and from the interchange for example walk, cycle or motor vehicle. |
| National Heritage List for England (NHLE) | The register of all nationally protected historic buildings and sites in England- this includes listed buildings, monuments, wrecks, parks, gardens and battlefields. |
| National Planning Policy Framework (NPPF) | The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The guidance is to be used by local planning authorities in drawing up plans and determining planning applications |
| Natural and semi-natural greenspaces | Woodland, scrub, grassland, wetlands ,open and running water, and open access land.(Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, Fields in Trust October 2015) |
| NEAP | Neighbourhood Equipped Area for Play - a play space aimed at older children, that meets the minimum standards for this type of provision. |
| Neighbourhood Centre | A grouping of small shops and services of a particularly localised nature that meets residents' day-to-day needs. Typically comprised of 3 to 14 units, neighbourhood centres serve an area more geographically contained than a local centre. |
| Neighbourhood Development Order (NDO) | An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development. (National Planning Policy Framework, February 2019) |
| Neighbourhood Plan | A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004. (National Planning Policy Framework, February 2019) |
| Non-strategic policies | Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies. (National Planning Policy Framework, February 2019) |
| Older people | People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs. (National Planning Policy Framework, February 2019) |
| Open land | Areas of open space greater than 1 hectare in size that are formally identified on the Policies Map and where its openness is protected from development through planning policy |
| Open space | All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. (National Planning Policy Framework, February 2019) |
| Opportunity Areas | The locations in the Borough that are capable and suitable for accommodating a higher density of development, including tall and taller buildings, due to their good access to passenger transport and wide range of facilities, goods and services |
| Organic Waste Recovery Facilities | Facilities where organic matter is decomposed, usually into compost for use as a fertiliser or soil conditioner. |

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| Out of centre | A location which is not in or on the edge of a centre but not necessarily outside the urban area. (National Planning Policy Framework, February 2019) |
| Over Trading | Engage in more business than can be supported by the market |
| Parks and Gardens | Formal green spaces including urban parks, country parks, forest parks and formal gardens (Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, Fields in Trust October 2015) |
| People with disabilities | People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs. (National Planning Policy Framework, February 2019) |
| Pepper Potting | A mixed tenure development. It describes an urban planning strategy in which a variety of residents live in a mixed community through the 'sprinkling' of affordable housing amongst market housing. |
| Permission in principle | A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed. (National Planning Policy Framework, February 2019) |
| Planning Practice Guidance (PPG) | A web-based resource which brings together planning guidance on various topics into one place |
| Planning obligation: | A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal .(National Planning Policy Framework, February 2019) |
| Playing field: | The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015. (National Planning Policy Framework, February 2019) |
| Previously developed land (PDL) | Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. Previously developed land (PDL): This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape. (National Planning Policy Framework, February 2019) |
| Primary shopping area: | Defined area where retail development is concentrated. (National Planning Policy Framework, February 2019) |
| Priority habitats and species | Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006. (National Planning Policy Framework, February 2019) |
| Renewal Areas | Allocations for development where gentle densification of acceptable uses will be supported in accordance with relevant local and national policies, and that may also be accompanied by site specific policy requirements |
| Rural exception sites: | Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current Rural exception sites: residents or have an existing family or employment connection. A proportion |

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| | of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.(National Planning Policy Framework, February 2019) |
| Section 106 | A legal agreement between an applicant seeking planning permission and the local planning authority used to mitigate the impact of new developments on the local community and infrastructure |
| Self-build and custom-build housing | Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act. (National Planning Policy Framework, February 2019) |
| Sequential approach | A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, town centre retail sites before out-of-town retail sites |
| Setting of a heritage asset | The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. (National Planning Policy Framework, February 2019) |
| Special Areas of Conservation (SAC) | Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites. (National Planning Policy Framework, February 2019) |
| Site of Special Scientific Interest (SSSI) | Sites designated by Natural England under the Wildlife and Countryside Act 1981. (National Planning Policy Framework, February 2019) |
| Spatial development strategy | A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been Spatial development strategy: given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended). (National Planning Policy Framework, February 2019) |
| Statement of Community Involvement (SCI) | A document that sets out how the Council will involve the community and other stakeholders in the production of the Local Development Framework, planning applications and conservation areas. The Council's most recent SCI was adopted in September 2019 |
| Stepping stones | Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes. (National Planning Policy Framework, February 2019) |
| Strategic Housing Land Availability Assessment (SHLAA) | A key component of the evidence base which identifies land for housing and assesses the deliverability and developability of sites. Such assessments are required by the National Planning Policy Framework |
| Strategic Environmental Assessment (SEA) | A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. (National Planning Policy Framework, February 2019) |
| Strategic policies | Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004. (National Planning Policy Framework, February 2019) |
| Strategic site | Sites within the urban area whose short-term development is fundamental to the delivery of the vision for that particular town or village |

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| Sub-regional Centre | A business and commercial hub that has a major offer of convenience and comparison goods shopping and services that serve a wider area than the immediate catchment. A Sub-Regional Centre also provides a comprehensive leisure offer including restaurants, cafes, bars and cinemas that visitors will travel to specifically to utilise. |
| Supplementary Planning Documents (SPDs) | Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. (National Planning Policy Framework, February 2019) |
| Sustainable transport modes | Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. (National Planning Policy Framework, February 2019) |
| Sustainable Drainage Systems (SuDs) | A key part of managing and reducing flood risk on a site or area. SuDS are a range of approaches to surface water drainage management including: <ul style="list-style-type: none"> • Source control measures including rainwater recycling and drainage; • Infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities; • Filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns; • Filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; and • Basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding. |
| Sustainability Assessment (SA) | An appraisal of local development documents against their environmental, social and economic impacts. This often incorporates Strategic Environmental Assessment (SEA), required for some plans and proposals under European law. |
| Town centre | A commercial hub serving the local area with an offer of convenience and comparison goods shopping and a comprehensive provision of services, including leisure uses, restaurants and cafes |
| Transport assessment | A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required. (National Planning Policy Framework, February 2019) |
| Transport User Hierarchy | Policy which presents a shift in emphasis to increase rates of travel by more sustainable modes by increasing the attractiveness of alternative forms of travel so that those trips that can only feasibly be made by the car can be undertaken without suffering the effects of a significant worsening of congestion |
| Travel plan | A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed. (National Planning Policy Framework, February 2019) |
| Travelling showpeople | Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised Travelling showpeople: pattern of trading, educational or health needs or old age have ceases to travel temporarily, but excludes Gypsies and Travellers. (Planning policy for traveller sites, August 2015) A "plot" means a pitch for travelling showpeople. |
| Wildlife corridor | Areas of habitat connecting wildlife populations. (National Planning Policy Framework, February 2019) |
| Wildlife site | Wildlife Sites are the most important places for wildlife outside legally protected land such as Nature Reserves or Sites of Special Scientific Interest. In 2010 there were almost 2,000 Wildlife Sites in Hertfordshire, totalling 17,215ha, and Wildlife site: covering over 10% of the county. 246 of these sites are in the Dacorum District, covering 3,131.5ha. They include meadows, ponds, woodland and urban green space. |

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| | This county-based system is now acknowledged and promoted nationally by DEFRA and applied across England. The Wildlife Sites Partnership in Hertfordshire includes HMWT, HBRC, Natural England, the Countryside Management Service, Chilterns AONB and the Environment Agency, and is led and coordinated by HMWT. |
| Windfall sites | Sites not specifically identified in the development plan. (National Planning Policy Framework, February 2019) |



www.dacorum.gov.uk/localplan