

DELIVERY STRATEGIES



23 Delivery Strategies

Introduction

- 23.1** We have prepared Delivery Strategies for each of the Borough's towns and large villages and wider countryside. The role of these strategies is to set out how growth and development will be managed in each area.
- 23.2** Each strategy discusses key delivery requirements under a number of headings before going on to set out a series of policies for each of the Growth Areas. Associated site allocations within the Growth Areas can be found in the 'Proposal and Sites' chapter of the Plan. It is important that the Delivery Strategies are read alongside the policies contained in the Guiding Development section of the Plan, any Supplementary Planning Documents, the site specific requirements in the Proposals and Sites section of the Plan and the infrastructure requirements set out in the Draft Infrastructure Delivery Plan.

Supporting Growth in the Delivery Strategies

- 23.3** Work on identifying the type and level of future infrastructure requirements to support the Delivery Strategies is ongoing. These requirements will be refined in the next stages of the Local Plan process. What is identified in the Emerging Strategy for Growth reflects our current understanding and we hope that publishing a draft Infrastructure Delivery Plan and Sustainable Transport Plans alongside this Plan will inform discussion on the Local Plan.
- 23.4** Our intention is to incorporate infrastructure requirements into the relevant Growth Areas either as standalone allocations or to be incorporated into specific Site Allocations as required when we publish the next stage of the Plan. The delivery of infrastructure is a central objective in supporting growth and proposed allocations are made on the basis that the required supporting infrastructure will be delivered. Infrastructure should be delivered in a timely manner and be integrated alongside new development.
- 23.5** We will use Memorandums of Understanding (MOUs) and other documented agreements as required and undertake robust viability testing to ensure the sites (with the required infrastructure) remain deliverable. If commitments on infrastructure are not forthcoming then we reserve the right to reconsider the spatial strategy for growth, and preferred development sites, before publishing the final Plan under Regulation 19.

HEMEL HEMPSTEAD GARDEN COMMUNITIES DELIVERY STRATEGY



Hemel Hempstead Garden Communities Delivery Strategy

Introduction

- 23.6** In March 2019 Hemel Hempstead was awarded “Garden Town” status following a successful Transformational Garden Communities bid for Hemel Garden Communities (HGC) by Dacorum and our partner organisations to the Ministry of Housing, Communities and Local Government (MHCLG). Our partners are St Albans City and District Council, Hertfordshire County Council and Hertfordshire Local Enterprise Partnership. The Crown Estate is a significant stakeholder as a major landowner.
- 23.7** HGC is a programme seeking to transform and grow Hemel Hempstead, supported by MHCLG. The programme provides a delivery strategy for Hemel Hempstead and the proposed locations for development across two administrative areas, which together make up Hemel Garden Communities.
- 23.8** It is the intention that the development of land around the town, together with developments elsewhere in the town, will act as major catalyst for the transformation of the town by delivering the HGC Spatial Vision. The greenfield development underpinning the transformation is defined as North and East of Hemel Hempstead Growth Areas, where East of Hemel Hempstead is in St. Albans district. Other development supporting the transformation includes identified Growth Areas and Renewal Areas elsewhere in Hemel Hempstead.
- 23.9** Dacorum’s Local Plan and the HGC Programme will together deliver a minimum of 10,600 homes between 2020 and 2038 with transformative changes for Hemel Hempstead. At the same time an additional 4,300 homes and land for 8,000 jobs are being proposed to the East of Hemel Hempstead (in St Albans district), also supported by the HGC Programme. Beyond 2038 there is an opportunity for a further 5,500 homes to be delivered around Hemel Hempstead in both St. Albans and Dacorum administrative areas (subject to a future Local Plan review). This takes the long-term development potential in and around Hemel Hempstead to over 20,000 additional homes by 2050.

Governance and Programme

- 23.10** To help guide the place-making design, engagement and delivery aspirations, the partners established the Hemel Garden Communities Delivery Board (HGCDDB) which operates within a framework set out in a Memorandum of Understanding (MOU) between the partner organisations.
- 23.11** The MOU provides a high-level commitment to collaborate on strategic issues. It seeks to secure high quality, sustainable development in accordance with Town and Country Planning Association (TCPA) Garden City Principles and HGC Charter principles, for the proposed Growth Areas to the North and East of Hemel Hempstead that would act as the main catalyst for transformation and the delivery of wider programme objectives.

MOU Mission Statement:

Supported by Garden City Principles⁽³⁷⁾, Hemel Garden Communities will take the best of the New Town heritage into the 21st century with over 11,000 homes and 10,000 jobs and Hertfordshire Innovation Quarter at its heart, anchoring the transformation of Hemel Hempstead and the wider area.

- 23.12** This is supported by a Governance Structure that sets out how the HGC Programme operates within the context of the statutory duties and powers of the partners.
- 23.13** The Local Plan and the HGC Programme have several interrelated and interdependent workstreams that are coordinated by the partner organisations.

37 Town and Country Planning Association (TCPA), Garden City Principles

Joint Working with St Albans

- 23.14** Given the scale of the development and its position straddling Dacorum and St Albans' administrative areas, the two authorities are working closely together and aim to bring forward a single and comprehensive masterplanned solution for North and East Hemel Hempstead.
- 23.15** St Albans City and District Council, and Dacorum Borough Council have agreed to cooperate and collaborate to:
- support a programme led by HGC's Spatial Vision;
 - support the aspirations and ambitions of the programme, including the transformation agenda, and secure the delivery of design quality, both SADC and DBC recognise that a joint role in securing design quality is required to secure that delivery;
 - identify all infrastructure required to support growth and work together to secure funding and broker discussions on equalisation as appropriate, including secure a proportionate amount of infrastructure for Phase 1 East Hemel Hempstead ensuring that longer terms growth requirements are factored into these; and
 - collaborate on the preparation of the masterplans.
- 23.16** Both Councils are actively engaged in detailed discussions under the Duty to Cooperate on a range of matters, including the issue of a single comprehensive approach to delivering the Hemel growth areas.

Joint Working with Hertfordshire Innovation Quarter (Herts IQ)

- 23.17** Herts IQ is Hertfordshire's Enterprise Zone, designated by the Government in April 2017; a joint initiative involving seven partners: Hertfordshire County Council, Dacorum Borough Council, St Albans City and District Council, Building Research Establishment (BRE), Rothamsted Research and the University of Hertfordshire with delivery led by the Hertfordshire Local Enterprise Partnership.
- 23.18** Its aim is to attract a wide range of high value business sectors linked to environmental technologies, such as off-site, modern methods of construction, agriculture-based technologies and digital industries. Herts IQ includes a significant expansion of Maylands Business Park, with 55 hectares of employment land east of Hemel Hempstead in St Albans district.
- 23.19** The development aims to meet the employment needs of the South West Herts Authorities but principally Dacorum and St Albans, coming forward with the wider proposals east of Hemel Hempstead in St Albans district up to 2038.

Key Developments in the whole of Hemel Hempstead



Key	
	Landscaping
	Open space
	Conservation area
	Growth area
	Employment area
	New housing
	New employment
	Town centre/Local centre
	Mixed Growth area
	GU canal, rivers Gade, Bulbourne & Ver
	Euston NW Railway
	Motorway
	Trunk roads
	Main roads
	Dacorum boundary

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Hemel Hempstead Housing

- 23.20** Hemel Hempstead will accommodate at least 10,600 new homes, almost 65% of the Borough's total forecast housing supply. This scale of growth holds the potential to meet the Borough's housing needs through the delivery of inclusive, multi-generational communities with a mix of dwelling sizes, tenures and types, including provision for self and custom-built homes, lifetime homes, and genuinely affordable and starter homes. Flexibility of building design will allow people to stay in their homes as their circumstances change and support the flexible working patterns and studying that respond to COVID-19, reduce commuting, and ensure that neighbourhoods are vibrant during the day.
- 23.21** A significant proportion of new housing development will be within the existing urban area, particularly in and around the Town Centre and the Two Waters Area. Development in these areas will be higher density to maximise opportunities for sustainable forms of travel (in accordance with DM11).
- 23.22** The remainder of housing development is provided through the Growth Areas, in particular the North (and East) of Hemel Hempstead Growth Areas, which will expand the town providing new integrated neighbourhoods and associated infrastructure. There will be 40% affordable homes provided with a mix of tenures and consist of a mix of delivery and construction types, including self and custom build and Modern Methods of Construction, consistent with Policy SP4, DM1, DM2, DM8, DM9 and DM10.
- 23.23** North of Hemel Hempstead Growth Area Phase 1 will deliver around 1,500 homes up to 2038 with further land removed from the Green Belt and safeguarded to meet longer term needs (beyond 2038). At the time of writing a further 4,300 dwellings is to be released forming a Growth Area to the east of Hemel Hempstead in St Albans district to meet their needs (up to 2038) with a further 1,200 in a Growth area to the north east to meet longer term needs.
- 23.24** When combined with the additional development to take place elsewhere within Hemel Hempstead, a total of 20,000 new homes could be provided in and around the town up to 2050, providing an unparalleled opportunity to deliver the wider transformation of the town.

Hemel Hempstead Employment

- 23.25** Hemel Hempstead is a strong self-sustaining economy with over 60% of residents living and working in the town and only a low proportion of residents seeking employment in London and other towns. This is achieved through the diverse offer of employment in Maylands Business Park, the town centre, smaller employment parks, retail parks and local centres. The growth proposals provide an opportunity for the expansion of Maylands Business Park with Herts IQ and through the development of new local centres. The proposals also support significant improvements to transport infrastructure to improve connectivity, sustainability and integration to develop the self-sustaining economy further.
- 23.26** The town centre's role as an office centre has declined, due largely to prior approval schemes for change of use to housing (i.e. where there is no longer a formal requirement for planning permission).
- 23.27** Draft Policy SP5 (Delivering the employment strategy) indicates that the continued development of Hemel Hempstead as an important economic centre for the Borough is central to the Council's employment strategy. In terms of Hemel Hempstead the main focus in delivering the strategy will be on:
- Supporting the knowledge-based economy, including the development of green technological businesses in the Herts IQ.
 - Attracting new businesses and assisting businesses to grow, including by requiring units for small and medium sized businesses in employment Growth Areas.
 - Supporting the expansion of Maylands Business Park to the East of Hemel Hempstead in St Albans district and integrating it with the existing business park.
 - Retaining and developing existing employment sites that meet longer term needs for office and industrial uses.

- Encouraging offices in the town centre, Apsley and Old Town district centres and the local centres listed in Policy SP6.
- Allocating Growth Areas for new office and industrial development land at Breakspear Way/Green Lane/Boundary Way, Maylands Gateway (Growth Area HH20) and Two Waters Road/A41 Junction (Growth Area HH16).

23.28 HGC's transformation proposals aim to support strategic ambitions to mitigate climate change impacts, the need for greater resilience to support the economy including a response to COVID-19. HGC workstreams and proposals will consider the potential to support:

- the provision of a digitally connected town, enabling data-driven, sustainable economic development;
- the provision of a data sharing network to support innovation;
- inward investment;
- building on the area's green technology and construction expertise through Herts IQ's links with research and educational institutions across Hertfordshire and global leaders such as BRE and Rothamsted Research
- a stepped approach to the delivery of a network of transport interchanges connected to strategic movement routes;
- circular economy principles.

23.29 In order to move towards a circular economy, development under HGC will be designed to be long-lasting and adaptable to change, minimise waste in construction and operation, and enable reuse and recycling of materials. These ambitions are captured in SP10 and DM22

General Employment Areas

23.30 The General Employment Areas (GEAs), as defined in this draft plan, contain the majority of Dacorum's office and industrial floorspace. Policy DM16 (General employment areas) designates the following GEAs in Hemel Hempstead:

- Apsley
- Buncefield
- Doolittle Meadows, Apsley
- Maylands Business Park
- Riversend Road, Two Waters
- Two Waters Road/A41 Junction
- Whiteleaf Road, Two Waters

23.31 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 and is 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; Planning permission has been granted for new employment development at Prologis Park phase 2 in Maylands Gateway and Spencer's Park.

23.32 Growth Area HH20 (6 ha.) is within the Herts IQ and has potential for offices as well as industrial development. Growth Area HH16 (5 ha.) is well located to meet some of the need for small and medium sized industrial accommodation, given its location by the A41.

23.33 Two Waters and Apsley contain a number of employment areas, including a high quality office campus at Doolittle Meadows close to Apsley station. Further detail on these sites and other GEAs are provided elsewhere in the draft plan.

Local Centres

- 23.34** The potential to re-localise employment and diversify employment spaces through HGC will come through small to medium scale employment uses in local centres. Office development in local centres is encouraged in Policy DM17.
- 23.35** The delivery of new local centres and redevelopment of existing also presents an opportunity to introduce more flexible spaces that can adapt to changing needs as businesses grow, provide hot-desking and shared workspaces, or shared facilities with the local community.

Office and Article 4 Areas

- 23.36** Although offices are acceptable in principle on most of the GEAs and in the town, district and local centres, office development has not recently been viable in Hemel Hempstead. Nevertheless, we recognise the benefits of office space to the local economy and an element of new office space will be sought or encouraged in the following Growth Areas:
- Paradise/Wood Lane (Growth Area HH04)
 - Market Square (Growth Area HH05)
 - Hemel Hempstead Station Gateway (Growth Area HH08)
 - Two Waters North (Growth Area HH11)
- 23.37** Apart from the areas referred to above, new office and industrial development will generally be limited to existing employment sites.
- 23.38** To prevent further loss of office space, we have introduced Article 4 areas to control changes of use to housing at:
- Maylands Business Park (most of the area)
 - Doolittle Meadows, Apsley
 - Whiteleaf Road, Two Waters
 - Park Lane (town centre).

Hemel Hempstead Retail

- 23.39** Hemel Hempstead Town Centre was established in the 1950s and 1960s and is the hub of shopping activity in the Borough. The main shopping area was remodelled in the 1990s with the pedestrianisation of the Marlowes and development of the Marlowes indoor shopping centre, and then again in the early 2000's with the Riverside Shopping Centre at the southern end of the town centre.
- 23.40** Growth will need to be supported by a vibrant main town centre. Hemel Hempstead town centre is well established, comprises the largest town centre in the Borough, and has been subject to significant regeneration. It will continue to be a focus for retail, leisure and community facilities. However, the town centre must be flexible to meet continuing changes in retail patterns and how centres are being used, particularly reflecting a growing role for leisure, food and drink, and as a focus for community and social activity.
- 23.41** The town centre will continue to be:
- a high profile shopping centre with a range of leisure and community facilities;
 - a distinctive, "best in class", modern town centre, which is attractive, safe, sustainable and accessible, and
 - providing a quality, day and evening environment in terms of leisure, retail, food and drink, which acts as a community focus for the town and a hub for celebrating culture.
- 23.42** The strategy for the town centre seeks a number of outcomes. It should be a vibrant place where people will want to shop, work, live, learn and visit during the day and evening. It should be a place where business and commerce are successful and where the development of new offices, civic

facilities, shops and homes are encouraged (the latter is a key part of the strategy, particularly above ground floor). The core shopping area is busy, diverse and thriving with a growing residential community. The Hospital site will be reconfigured to provide for modern acute health facilities and potentially other uses including a new primary school.

- 23.43** A strategic movement corridor will support improved walking, cycling and public transport links to the Station Gateway and other key destinations within the town along with the provision of a Multi Modal Transport Interchange (MMTI) in the town centre.
- 23.44** Local centres serve an important retail and service function, meeting the everyday needs of local communities, in addition to community, employment and leisure functions. This is referred to in SP2, SP6 and DM19. Hemel Hempstead's existing and new local centres will continue to play this role, supporting the ambitions to embed lifestyles centred on walking and cycling in the town.

Hemel Hempstead Movement

- 23.45** Hemel Hempstead will experience significant increases in housing and employment growth over the plan period and it is essential that the necessary transport solutions are in place to manage this growth. The transport modelling prepared to date indicates that without significant transport interventions then the town will not be able to grow. Particular issues exist along the A414 and in and around J8 of the M1.
- 23.46** To address these issues we have a HGC Transport Plan underway, already supported by an interim 2050 Transport Strategy. The Plan will set out the strategy for delivering the transportation improvements required to support growth but to also deliver our longer term aspirations for modal share. Key to this will be ensuring that genuinely convenient and high quality transport infrastructure is in place to minimise reliance on the private car.
- 23.47** There are key issues to address as part of delivering new transport solutions for the town:
- enhance movement within existing areas to make them more accessible through the provision of safe, convenient walking and cycling connections particularly between the town centre, Maylands Business Park and the railways stations;
 - our aspiration to provide substantial improvements in walking and cycling infrastructure to facilitate modal share targets – 60% change in modal share for North and East of Hemel Hempstead Growth Areas (when compared to the current town) and 40% for the rest of the town by 2050;
 - improve accessibility to other urban centres and new growth areas;
 - reduce congestion and increase capacity where appropriate and improve journey time reliability; and
 - secure improvements to air quality.
- 23.48** The HGC Transport Plan will provide further information on the above. The HGC programme will be focussed on prioritising active and sustainable travel to provide options for wider sustainable connectivity via train stations and priority bus routes such as the Mass Rapid Transit Route along the A414 corridor and with long term aspirations to deliver significant modal share targets across the town. In addition, four strategic movement corridors will be identified across the town with a series of interventions to support growth and transformation. The interventions will include the following:
- significant improvements to Junction 8 of the M1;
 - a network of MMTIs with related services and facilities serving Maylands and HGC;
 - safeguarded land for a potential Mass Rapid Transit Corridor along the A414;
 - a network of pedestrian and cycle routes promoting connectivity across Hemel Hempstead and to nearby settlements.

Hemel Hempstead Infrastructure

- 23.49** Effective Infrastructure planning plays a key role in the successful delivery of HGC and the effective delivery of all the objectives proposed in this emerging Local Plan. The scale of infrastructure interventions and the potential to have wider transformative impacts across the town provides part of the rationale for the scale of growth proposed. Infrastructure associated with new growth will support the local economy, integrate and support new and existing communities and meet their needs, and manage the impacts of growth on the natural environment.
- 23.50** There will be town wide 'strategic' requirements and those 'local' requirements specific to individual sites. Examples of 'strategic' infrastructure required for the town include the HGC Transport Plan requirements, set out above, this includes the improvements to Junction 8 of the M1, the delivery of the transport corridor to the north of the town and the other identified transport interventions listed.
- 23.51** At the more local level will be the need to deliver new schools and healthcare facilities across the town to support growth. This not only applies to on-site provision as part of the urban extensions but also requiring new sites within and around the town to address growth across the town. The North and East of Hemel Hempstead Growth Areas will be provided with new primary and secondary schools as an integral part of the development. It is expected that there will be at least three 2-3 forms of entry primary schools and two secondary schools included in the Hemel North Growth Area and a secondary school is required in East of Hemel Hempstead Growth Area (in St Albans district) to meet Dacorum's needs.
- 23.52** With regard to health care needs the Clinical Commissioning Group (CCG) identify that there is some limited capacity in existing surgeries but the projected growth would absorb this and require delivery of additional capacity. This will be addressed in the following ways:
- the merging of practices into larger, locally-run groups of surgeries (Primary Care Networks) to enhance patient care, share expertise, assets and resources, and attract additional services;
 - providing extended “out of hours” access at surgeries;
 - funding smaller projects to improve and increase access;
 - agreeing forward funding to support expansion at the Parkwood Drive Surgery; and
 - considering options to deliver new capacity through a new or expanded/relocated surgery to serve North and East of Hemel Hempstead Growth Areas.
- 23.53** In respect of acute care, much of the West Herts Hospital Trust (WHHT) estate across all three sites is in poor condition and in urgent need of investment. In July 2019 the Trust Board and Herts Valleys CCG Board signed off on the Strategic Outline Case for 'The Future of Hospital Services in West Hertfordshire'. The business case identified a very strong case for change and sought funding to progress with a preferred way forward based on retaining an acute presence on all 3 of its current sites.
- 23.54** Under the preferred way forward Hemel Hempstead Hospital will provide an urgent care facility, diagnostic services and be developed as a specialist centre for planned medical services. The current site will be reconfigured to concentrate services into a smaller footprint, allowing part of the site to be released for development.
- 23.55** A new crematorium will be provided to accommodate existing and future demand within Hemel Hempstead and the wider area. Co-location of a new crematorium adjacent to the existing cemetery at Bunkers Park has benefits in providing shared facilities, respects the tranquility of the area and is a compatible use of the land.
- 23.56** The existing waste recycling centre within the Maylands area has been identified by the County Council through the waste local plan as not fit for purpose and incapable of appropriate upgrading or expansion to meet existing demand or additional demand arising from new development. A new Waste Recycling Centre (WRC) will be provided to support the proposed level of residential

development in Hemel Hempstead. The capacity of the Council's existing depot at Cupid Green will also require review given the scale of growth proposed in this Local Plan and a new facility may be required.

- 23.57** Infrastructure to support renewable energy generation, Electric Vehicles (EVs) and low carbon heating will be identified by ongoing workstreams. Interventions could include grid reinforcement, an EV charging network covering local centres, Herts IQ and strategic locations and provision of 3-phase power supply to all local centres.

Hemel Hempstead Communities and Stewardship

- 23.58** A key strength of Hemel Hempstead is its community structure, supported by well defined neighbourhoods with local centres and community facilities at the heart. HGC presents a significant opportunity to reinforce and celebrate existing communities and enhance their inclusivity and resilience, whilst creating strong and inclusive new communities which are integrated with those existing.
- 23.59** The delivery process of the key North and East of Hemel Hempstead Growth Areas presents specific opportunities to embed community formation and integration into the design and development of new communities. The HGC Programme is pioneering new methods of engagement to enable Hemel Hempstead's communities to shape the town's growth. Early activation projects will engage existing communities in the transformation of Hemel and create the conditions to successfully integrate new communities.
- 23.60** Within the North and East of Hemel Hempstead Growth Areas, a Community Management Organisation and Community Land Trust (or equivalent) will be established to maintain community assets over the long term and develop income generation opportunities.

Hemel Garden Communities Vision

- 23.61** The vision for HGC aligns with the Local Plan's overarching spatial strategy for growth in the Borough, where Hemel Hempstead is a focus for growth with significant new homes, jobs, infrastructure and community facilities planned. The scale of ambition for Hemel Hempstead's growth and transformation has been captured in the HGC Spatial Vision, which sets out how our aspirations will be realised on the ground

Hemel Garden Communities: creating a greener, brighter, more connected New Town.

In the heart of the Golden Triangle between Oxford, Cambridge and London, Hemel Garden Communities will grow and transform into a greener, more connected New Town, building on the best of its heritage and culture. Transformation of existing neighbourhoods and the wider area, and the creation of new neighbourhoods, will support healthy lifestyles for everyone. 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 Herts Innovation Quarter.

- 23.62** The Spatial Vision is made up of four foundation pillars, each with a set of spatial principles and delivery requirements. The pillar's spatial principles and proposals also support two themes which crossover all four pillars.
- 23.63** Four foundation pillars:
- 1. A Green Network** - A network of green routes, travel and places will support healthy lifestyles, biodiversity, climate resilience, environmental sustainability and the wellbeing of local communities.

2. **Integrated Neighbourhoods** - A series of walkable neighbourhoods, connected to each other with individual distinct identities, exemplar design and sustainability standards, centred upon lively, inclusive local centres.
3. **A Self-Sustaining Economy** - Innovation in sustainability, circular economy principles and digital connectivity will be key employment drivers in Hemel Garden Communities and provide a strong theme for the economic identity of the town.
4. **Engaged Communities** - Connected and engaged communities such that they are active participants in the transformation of Hemel Garden Communities. Cultural and heritage activity, public art, knowledge exchange, enterprise, skill-sharing will all play a role, now and in the long term.

23.64 Two crossover themes:

1. **Climate crisis response** – active and sustainable travel with associated targets, net-zero carbon emissions, LoRaWAN open data network, circular economy, biodiversity net gain, self-sustaining economy, ecological gains and community activities and events.
2. **Food growing** – Agri-tech research and innovation, biodiversity net gain, ecological gains, landscape productivity in neighbourhoods, farms and allotments, Made in Hemel – showcasing produce made in Hemel, community activities and events.

Delivering Growth and Transformation

23.65 The Transformation Plan will be the key document underpinning the HGC programme and the change it delivers. The Transformation Plan will deliver a variety of strategies to cover environmental, economic and social cross-cutting themes focussing on key requirements of the programme and supporting studies; these will be packaged up into costed proposals to form the Transformation Plan.

23.66 Delivering different types of development with different agendas whilst ensuring transformation proposals are delivered will be challenging. The Spatial Strategy for Growth, SP2, acknowledges this challenge and supports the need for all housing, employment and other development in HGC to help transform the town and wider links. Allied to this, and in accordance with the HGC Spatial Vision, there is an aspiration that developer contributions from all developments (including windfall sites) in and around Hemel Hempstead will support the wider Transformation Plan proposals.

Policy SP14: Delivering Hemel Garden Communities

1. Hemel Hempstead is the focus for the majority of the Borough's growth and this expansion presents a major opportunity for transformation of the town.
2. All development must be planned in accordance with Hemel Garden Communities Spatial Vision, Concept Masterplan and Transformation Plan, which are supported by Town and Country Planning Association (TCPA) Garden City Principles and the principles of the Hemel Garden Communities Charter.
3. Planning applications for major developments must be supported by a Garden Communities Statement that demonstrates how the guiding principles have informed the scale and nature of development proposals. Applicants will be expected to consult with the Council and its partners at a pre-application stage on the content of this statement and the implications for development.

Policy SP15 - Delivering Growth in Hemel Hempstead

New development will be focused on the North Hemel Hempstead Growth Areas, the Town Centre, the Two Waters Opportunity Area, Maylands and Rest of Hemel Hempstead. Growth will also occur East of Hemel Hempstead which is within St Albans district.

1. **Housing Delivery:** At least 10,688 dwellings will be delivered in the plan period (within Dacorum Borough Council administrative area). The contribution of all sources of housing supply for Hemel Hempstead is shown in the following table:

Table 31

Category	Number of Dwellings
Known Commitments (April 2020)	1,873
Local Plan Strategic Allocations	7,105
Windfall sites	1,710

2. **Growth Areas:** The following table shows how new growth will be distributed in Hemel Hempstead. Development of these sites will be supported where they are in accordance with the Spatial Vision, site specific policy requirements (Hemel Hempstead Garden Communities Allocations) and relevant local and national policies.

Table 32

Growth Area	Allocation type	Principally allocated for:
HH01 - North Hemel Hempstead (Phase 1)	New Garden Communities	Around 1,550 dwellings, with public open space; Country park; Strategic link corridor (part); Local/neighbourhood centre; Primary school; and Secondary school.
HH02 - North Hemel Hempstead (Phase 2)	New Garden Communities - land to be safeguarded for development in the long term (post 2038)	Around 4,000 dwellings, with public open space; Strategic link corridor (part); Three local/neighbourhood centres; Two primary schools; and Secondary school.
HH03 - Hospital Site	Town Centre	Around 450 dwellings, with enhanced public open space; Primary school; and New/revised hospital hub.
HH04 - Paradise / Wood Lane	Town Centre	Around 350 dwellings, with public open space; Employment generating uses (including offices) at ground floor level; and

		Foodbank and distribution hub with facilities for homeless support
HH05 - Market Square	Town Centre	Retail and other town centre uses at ground floor level; and Around 130 dwellings.
HH06 - Civic Centre Site	Town Centre	Around 200 dwellings, with public open space.
HH07 - NCP Car Park	Town Centre	Retail and other town centre uses at ground floor level; and Around 100 dwellings.
HH08 - Station Gateway	Two Waters Opportunity Area	Regeneration of existing train station and car park; Other uses including retail, food and drink, office floorspace, and a hotel; Multi-modal transport interchange; Around 360 dwellings; and New public realm.
HH09 - National Grid Land	Two Waters Opportunity Area	Around 400 dwellings, with public open space.
HH10 - Symbio Place, Whiteleaf Road	Two Waters Opportunity Area	Around 180 dwellings, with public open space; and Employment generating uses (including offices) at ground floor level.
HH11 - Two Waters North	Two Waters Opportunity Area	Around 350 dwellings, with public open space.
HH12 - Two Waters / London Road Junction	Two Waters Opportunity Area	Around 60 dwellings, with public open space.
HH13 - Frogmore Road	Two Waters Opportunity Area	Around 170 dwellings, with public open space.
HH14 - 233 London Road	Two Waters Opportunity Area	Around 10 dwellings.
HH15 - Ebbens Road	Two Waters Opportunity Area	Around 30 dwellings, with public open space.
HH16 - Two Waters Road / A41 Junction	Two Waters employment led	Offices, industrial warehousing - providing around 20,000 sq. metres gross internal floorspace.
HH17 - Cupid Green Depot	Residential led	Around 360 dwellings, with public open space.
HH18 - Kier Park	Residential led	Around 250 dwellings, with public open space; and Around 1,400 sq.m of office floorspace.

HH19 - Wood Lane End	Residential led	Around 150 dwellings, with public open space.
HH20 - Breakspear Way / Green Lane / Boundary Way	Employment led	Offices, industrial warehousing providing around 48,000 sq. metres gross internal floorspace of offices, 24,000 sq. metres of industrial space or a mix of the two.
HH21 - West Hemel Hempstead	Major urban extension	Around 1,150 dwellings, with public open space; Community hub; Primary School; Gypsy and Traveller site for seven pitches; and Extension to Shrubhill Common Nature Reserve.
HH22 - Marchmont Farm	Major urban extension	Around 385 dwellings, with public open space; and Gypsy and Traveller site for five pitches.
HH23 - Old Town / Cherry Bounce	Residential led	Around 90 dwellings, with public open space.
HH24 - Land at Turners Hill	Residential led	Around 60 dwellings, with public open space.
HH25 - Land to the rear of St. Margaret's Way/ Datchworth Turn	Residential led	Around 50 dwellings, with public open space.
HH26 - South of Green Lane	Residential led	Around 80 dwellings, with public open space.
HH27 - Jarman Park	Out of centre retail	Retail (foodstore, food and drink), leisure and/or hotel.
HH28 - Bunkers Park	Community	Leisure, cemetery and crematorium

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for Hemel Hempstead. Proposals for new development in these locations will be supported where they accord with the HGC Spatial Vision and relevant local and national policies.

Table 33

Renewal Area	Allocation type	Key Policies
HH29 - Featherbed Lane / Two Waters Road / A41	General Employment Area	Policy DM16 - General Employment Areas
HH30 - Maylands Business Park		
HH31 - Doolittle Meadows, Apsley		
HH32 - Whiteleaf Road		
HH33 - Park Lane		

HH34 - Hemel Hempstead Town Centre	Town Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy SP16 - Hemel Hempstead Town Centre Policy DM19 - Mix of uses within Town, District and Local Centres
HH35 - Apsley	District Centre	Policy SP6 - Delivering the Retail and Leisure Strategy
HH36 - Hemel Hempstead Old Town		
HH37 - Adeyfield	Local Centre	Policy DM19 - Mix of uses within Town, District and Local Centres
HH38 - Bennetts End (Bennettsgate)		
HH39 - Maylands		
HH40 - Woodhall Farm		
HH41 - Boxmoor (St. John's Road)	Neighbourhood Centres	Policy DM20 - Neighbourhood Centres and scattered Local Shops
HH42 - Chaulden		
HH43 - Gadebridge (Rossgate)		
HH44 - Grovehill		
HH45 - Highfield (Bellgate)		
HH46 - Highfield (The Heights)		
HH47 - Leverstock Green		
HH48 - Nash Mills (The Denes)		
HH49 - Warners End (Stoneycroft)		

Key Area Strategies

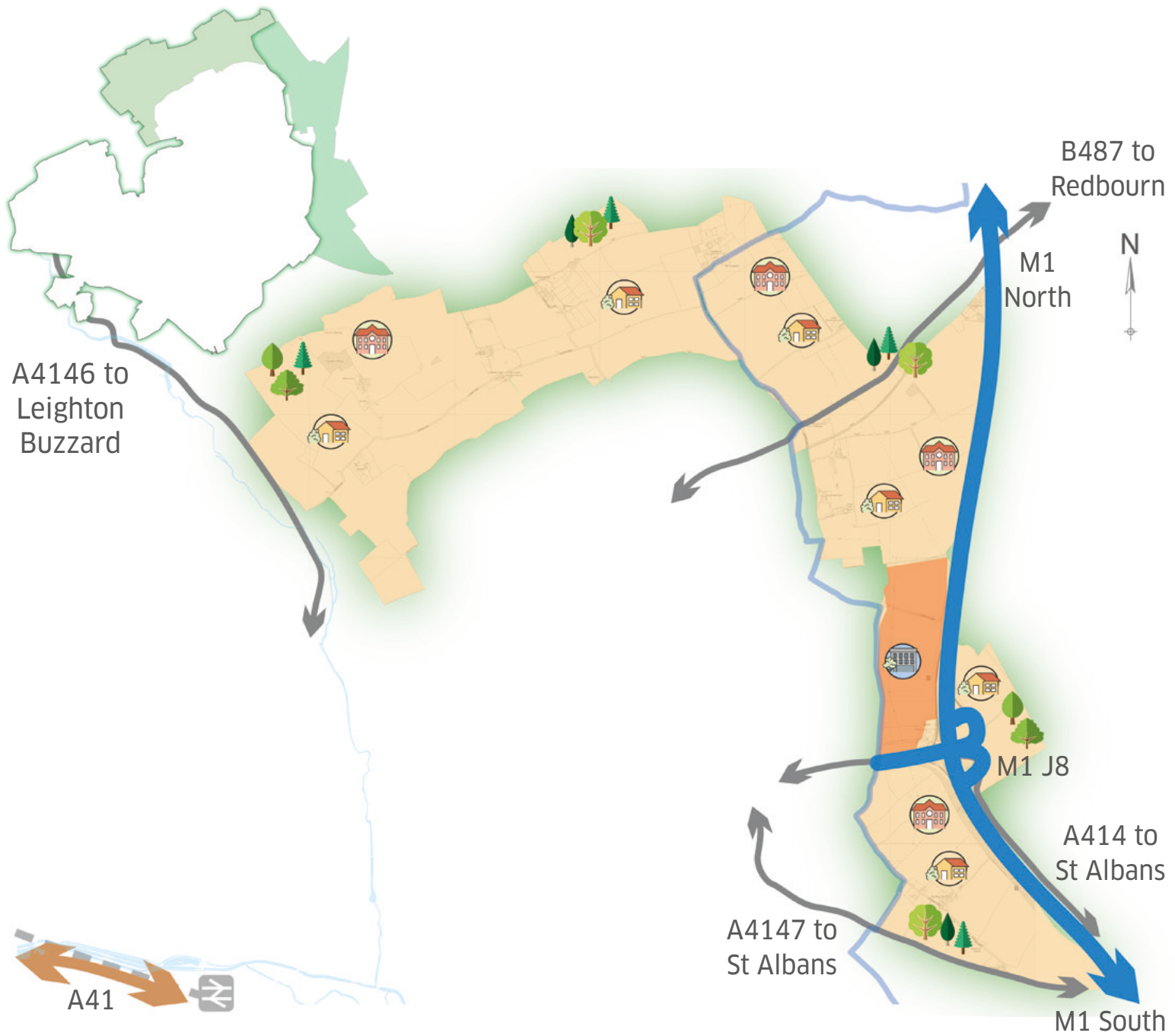
23.67 To ensure the Spatial Vision is realised, the town has an overarching HGC Vision and distinct strategies for each of the key areas that make up the town to acknowledge specific challenges and opportunities and maximise local impact. The summary strategies included below articulate the transformation proposals for these areas.

23.68 Key growth areas:

- North and East Hemel Hempstead Growth Areas
- Town Centre
- Two Waters Opportunity Area
- Maylands
- Rest of Hemel Hempstead

23.69 The key growth area known as the North and East of Hemel Hempstead Growth Areas (in both Dacorum and St Albans' administrative areas) is the principal catalyst for transformation for the wider town. It is a key aspiration of the HGC programme to capture the benefits of this development and to enable investment into the wider town. However, all developments (including windfall sites) in other parts of Hemel Hempstead will also be expected to contribute to the wider aspirations for transformation.

Key Developments in North Hemel Hempstead



Key	
	Landscaping
	Growth area
	Employment area
	Potential school
	New housing
	New employment
	GU canal, rivers Gade, Bulbourne & Ver
	Euston NW Railway
	Motorway
	Trunk roads
	Main roads
	Dacorum boundary

North and East of Hemel Hempstead Growth Areas

- 23.70** The expansion of Hemel Hempstead to the north and east will create new, socially inclusive neighbourhoods set around vibrant local centres, green spaces and play areas, all easily accessed on foot. There will be a minimum of 11,000 homes, of which 3-4,000 will be affordable, and 10,000 new jobs (not all within the plan period). Around 8,000 new jobs will be at Herts IQ, which is a 55 hectare extension to Maylands Business Park that will attract up to 800 new businesses with a focus on high skilled environmental technology employment, supporting the wider area's economic and labour market transformation.
- 23.71** Sustainable travel such as walking, cycling and public transport will be given priority towards a greener, healthier environment. This includes new open spaces as well as country and district parks all connected into a strengthened green network of accessible routes in the wider town. It also includes improvements to the Nickey Line strategic walk and cycle way (a former railway line that links Hemel Hempstead, Redbourn and Harpenden). The development will also deliver significant transport improvements. This includes improvements to Junction 8 of the M1, a new strategic transport corridor from Hemel Hempstead Station to Maylands and a new town wide multi-modal transport interchange network providing a major contribution towards the shift to sustainable modes. Wider transport improvements include connecting Hemel Hempstead to Park Street, St Albans Abbey Line station/St Albans City station.
- 23.72** This long term development offers the greatest opportunity to deliver on the HGC Charter principles and the TCPA principles. This will feature an emphasis on addressing climate change and improving resilience through sustainable energy infrastructure, circular economy principles, walkable neighbourhoods with cycling provision, local food systems, and a hub for the use of sustainable construction methods in Herts IQ. It will also feature stewardship arrangements for community management and land value capture.
- 23.73** The approach outlined in this Delivery Strategy deals with those elements of the North Hemel Hempstead Growth Areas that are in Dacorum Borough: the North Hemel Hempstead Growth Area allocation, which is divided into two phases.

North Hemel Growth Area (Phase 1)

- 23.74** The first phase to the north west will contain in the region of 1,500 dwellings and be delivered over the Plan period together with safeguarded land for a sustainable transport corridor.
- 23.75** Development will deliver:
- around 1,500 homes;
 - new local centre with MMTI and related services and facilities, retail and employment floorspace, and community services and facilities;
 - a strategic sustainable movement corridor linking Leighton Buzzard Road in the west to Redbourn Road (within SADC) to the east;
 - a new Household Waste Site and Council Depot;
 - primary and secondary schools;
 - sustainable energy and power infrastructure;
 - creation of a Quietway: a pedestrian and cycle route with no through traffic linked to other phases of North and East Hemel Hempstead Growth Areas. The Quietway will connect to: a network hierarchy of green and blue routes and spaces across HGC, linking local centres and key destinations via Gadebridge Park and the River Gade; a strategic green and blue perimeter route that dissects the town, creating a 'figure of 8' via the River Gade through to the Grand Union Canal; the Nickey Line; and SANGs;
 - strong pedestrian and cycleway routes accessible to all, between adjacent neighbourhoods and their local centres.

North Hemel Growth Area (Phase 2)

23.76 North Hemel Hempstead (Phase 2) is to be released from the Green Belt as part of this Plan review but will be safeguarded to meet longer term needs, beyond 2038.

23.77 Key features to be delivered for North Hemel Growth Area Phase 2 include:

- around 4,000 homes;
- new local centres with MMTIs and related services and facilities, new employment floorspace and community services and facilities;
- a strategic sustainable movement corridor linking Leighton Buzzard Road in the west to Redbourn Road (within SADC) to the east;
- primary and secondary schools;
- sustainable energy and power infrastructure;
- creation of a Quietway: a pedestrian and cycle route with no through traffic linked to other phases of North and East Hemel Hempstead Growth Areas. The Quietway will connect to: a network hierarchy of green and blue routes and spaces across HGC, linking local centres and key destinations; a strategic green and blue perimeter route that dissects the town, creating a 'figure of 8' via the River Gade through to the Grand Union Canal; the Nickey Line; and SANGs;
- a connected network hierarchy of green and blue routes and spaces, including a perimeter route to the town, SANGs;
- strong pedestrian and cycleway routes accessible to all, between adjacent neighbourhoods and their local centres.

Policy SP16 - North and East of Hemel Hempstead Growth Areas

North and East of Hemel Hempstead Growth Areas, as defined on the Policies Map, will be planned in accordance with SP14 and the Strategic Principles set out below.

North and East of Hemel Hempstead Growth Areas will be brought forward as new Garden Communities: sustainable, mixed-use neighbourhoods which are integrated with the rest of Hemel Hempstead.

Strategic Principles

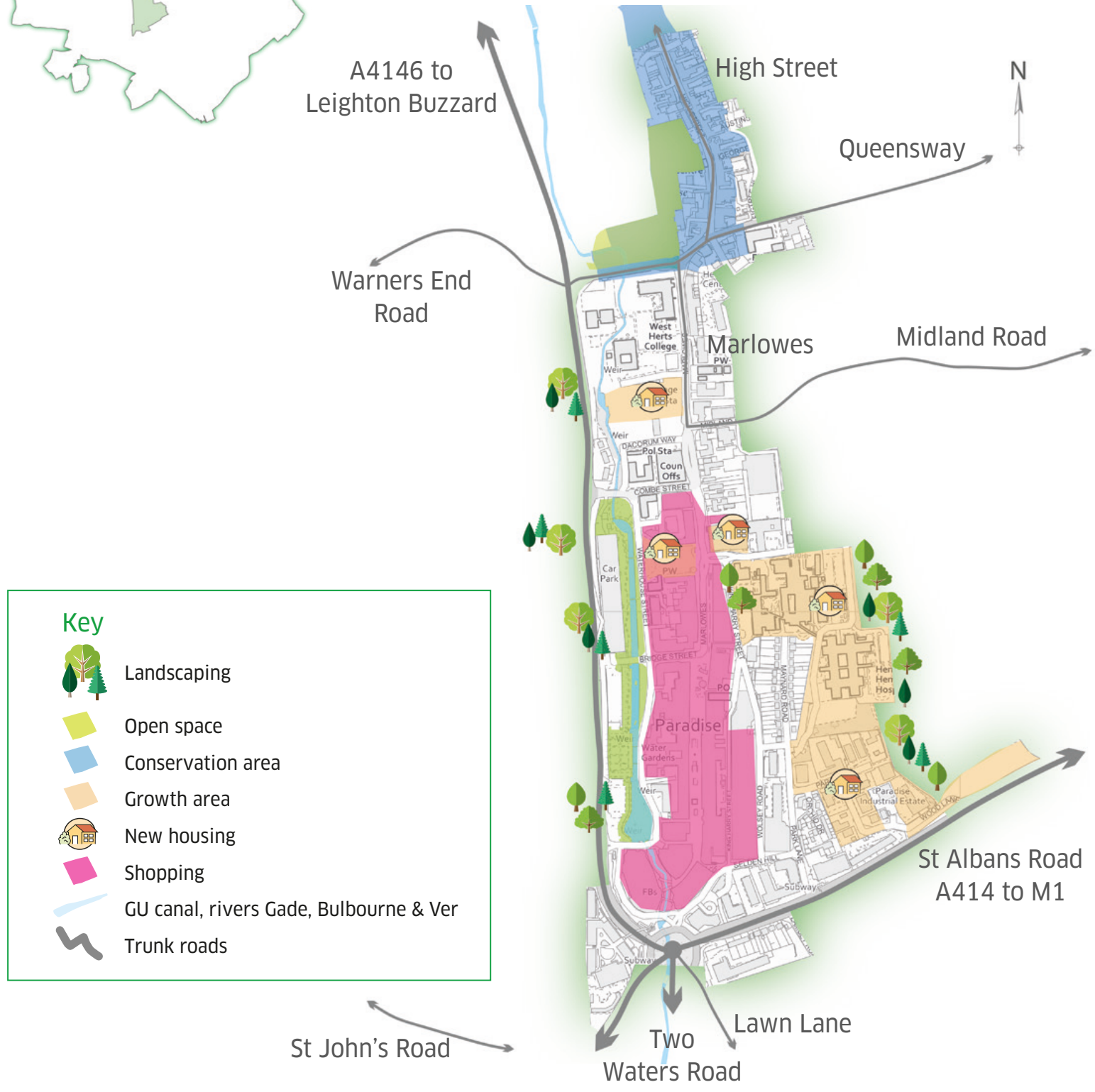
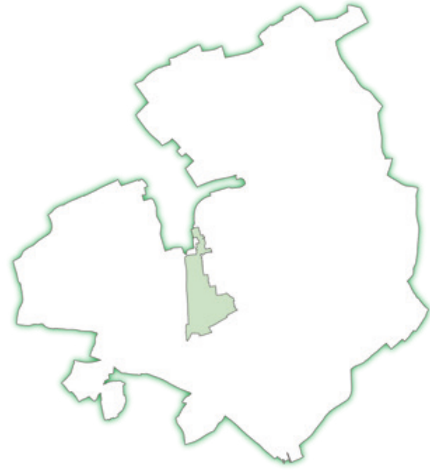
Development across the areas will deliver the following:

1. Masterplans and design codes prepared by landowners in collaboration with the Local Planning Authorities and with engagement of key stakeholders and communities.
2. Masterplans for individual phases of North and East of Hemel Hempstead Growth Areas will need to demonstrate how the total infrastructure requirements for the whole new Garden Communities area will be provided and delivered, including infrastructure proposals to support the wider transformation of the town, in accordance with the Hemel Garden Communities Concept Masterplan and Programme Delivery Plan.
3. A best practice approach to planning, design and management of the built and public realm in accordance with the Dacorum Strategic and Detailed Design Guidance.
4. Facilitate and/or contribute to the delivery of sustainable transport interventions across Hemel Hempstead as detailed in the HGC Transport Strategy, supporting the role and function of the strategic movement corridors, contributing to and/or facilitating the delivery of a network of Multi Modal Transport Interchanges at key locations across the town (East Hemel, Town Centre, Hemel Railway Station) and contributing towards the 60% modal share aspiration for North and East of Hemel Hempstead Growth Areas by 2050 and 40% for the rest of the town.
5. Contribute to net-zero carbon emissions, in line with other policies in this plan.
6. Facilitate or contribute to circular economy principles.
7. Ensure that infrastructure is provided in accordance with the HGC Infrastructure Delivery Plan, HGC Transformation Plan and Infrastructure and Transformation Framework SPD.









8. For all new strategic scale proposals, include a strategy for long-term management and maintenance of community assets and public realm.
9. The other policy requirements in the Plan, as set out in the Guiding Development chapter.

A Masterplan for the whole of the Growth Area will be prepared and this will be adopted as an SPD. The Masterplan will be supported by development parcel design codes which will inform subsequent planning applications. These will be prepared in collaboration with key partners and landowners and be supported by community and stakeholder involvement.

Key Developments in Hemel Hempstead Town Centre



Key

-  Landscaping
-  Open space
-  Conservation area
-  Growth area
-  New housing
-  Shopping
-  GU canal, rivers Gade, Bulbourne & Ver
-  Trunk roads

Hemel Hempstead Town Centre

23.78 Hemel Hempstead Town Centre is the hub of the Borough's shopping and civic facilities and has undergone regeneration in recent years, including the first phase of regeneration of the West Herts College campus, a new civic hub housing Dacorum Borough Council offices and Hemel Hempstead Library and local voluntary services, creation of a new bus interchange, public realm improvements, the restoration of the Water Gardens, promotion of public art, and refurbishment and extension of pedestrian routes. This regeneration has delivered a pleasant and vibrant public realm, as well as enhanced walking and cycling connections with the Old Town, alongside the River Gade with Gadebridge Park, Heath Park Open Space, Paradise Fields and the Nickey Line.

23.79 In response to the challenges and opportunities described above, we have developed a strategy which builds on the established Core Strategy, and will ensure the town centre remains a vibrant focal point for Hemel Hempstead. This involves adapting to meet changing shopping needs and to support an increasingly diverse range of uses, including offices, leisure and entertainment, food and drink, cultural and hotel uses, and to further promote public art and celebrate Hemel Hempstead's culture. We will also continue to encourage the evening economy and support a significant increase in residential development as a way of reinforcing and enhancing the role of the town centre throughout the day and night.

23.80 The focus for development in the Town Centre will be to deliver:

- around 1,200 homes plus windfall development;
- a primary school on the hospital site;
- a new MMTI with related services and facilities;
- improved walking and cycling routes: from North of Hemel Hempstead Growth Area via Gadebridge Park and the River Gade, through to the Two Waters Opportunity Corridor and the Grand Union Canal in the south; from the River Gade walk and cycle way through to the Nickey Line, helping to connect the line from Hemel Hempstead Railway Station through to Harpenden Station; to key open spaces and routes in the town centre and key routes to surrounding local centres
- improved public transport links to key destinations including Maylands Business Park, key local centres Hemel Hempstead railway station, links onto the strategic transport corridor between Hemel Hempstead railway station and Maylands and Herts IQ
- safeguarding of office space;
- reconfiguration of the Hospital site to deliver up to date health facilities and opportunity for a mix of other allied uses;
- improvements to the public realm to enhance wayfinding and comfort to key destinations;
- sustainable energy and power infrastructure;
- new housing and other ancillary uses on the former Civic Centre site; and
- residential-led redevelopment of the former Market Square and bus station site.

23.81 There are significant regeneration opportunities for both the Hospital Site and the Paradise Employment Area to provide high quality residential led development in locations that will strengthen the overall viability of the Town Centre. These developments will deliver significant residential development together with supporting education, health uses whilst continuing to provide smaller scale business uses. Development in Hemel Hempstead Town Centre will be directed towards the following locations:

- Hemel Hempstead Hospital Site
- Paradise Employment Site
- Market Square Site
- Former Civic Centre Site
- NCP Car Park Site.

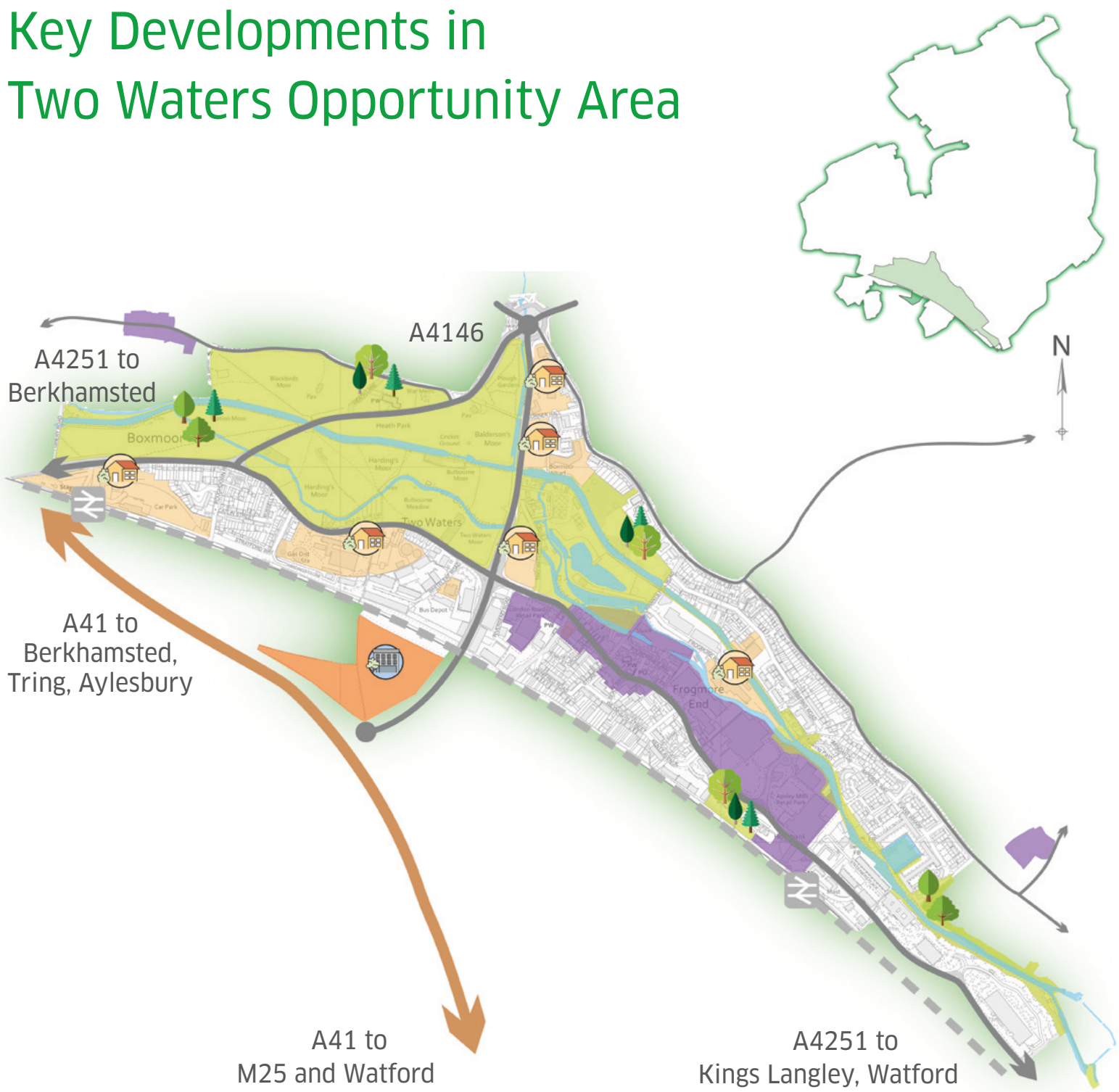
Policy SP17 - Hemel Hempstead Town Centre

All new development in the town centre area will be expected to contribute to securing its long term role as the Borough's major shopping, leisure, education and employment hub and the diversification of employment spaces and cultural uses as set out in the HGC Spatial Vision. New development will:

1. support the delivery of appropriate town centre uses, particularly securing additional retail stores and a mix of other uses to support the retail function of the town centre and its diversification to encourage a vibrant evening economy, and create a mix of new, flexible office and workspaces, leisure, education, heritage and cultural facilities;
2. provide a mixed and inclusive residential community in the Town Centre, with a mix of tenures and unit types at relatively higher densities;
3. embed best practice sustainability with a particular focus on reducing energy consumption and following circular economy principles, using localised supply chains, low carbon materials, deliver sustainable energy and power infrastructure, and delivering other significant environmental enhancement to ensure climate resilience;
4. enhance the public realm and open spaces across the Town Centre, particularly introducing more greenery, and securing their integration into the town-wide green network;
5. provide active frontages, buildings of increased height, and a co-ordinated approach to building and streetscape design to complement the existing palette and features and reinforce the distinctiveness and legibility of the Town Centre as a key node for the town;
6. restore artwork and commission new public art which celebrates Hemel Hempstead's heritage and culture;
7. secure a MMTI with related services and facilities within the centre, provide better east-west links for pedestrians, from North of Hemel Hempstead Growth Area via Gadebridge Park and the River Gade, through to the Two Waters Opportunity Corridor and the Grand Union Canal in the south; from the River Gade walk and cycle way through to the Nickey Line, to key open spaces and routes in the town centre and key routes to surrounding local centres, continue the riverside walk from the Plough Zone to Gadebridge Park, and improve cycling provision;
8. meet relevant opportunities for the character zones within the town centre;
9. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan; and
10. deliver all other site specific requirements set out in the HGC Spatial Vision and proposed allocations HH03 - HH07.

The Council will prepare specific Development Briefs to guide development in key locations across the Town Centre.

Key Developments in Two Waters Opportunity Area



Key

	Landscaping		Town centre/Local centre
	Open space		GU canal, rivers Gade, Bulbourne & Ver
	Growth area		Euston NW Railway
	Employment area		Trunk roads
	New housing		Main roads
	New employment		

The Two Waters Opportunity Area

- 23.82** The Two Waters Opportunity Area is located to the south of Hemel Hempstead town centre and is situated between the train stations of Hemel Hempstead and Apsley. 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.
- 23.83** The Plough Roundabout is an important gateway to the Town Centre. The public realm under the Plough Roundabout is currently in a poor condition and also presents a constraint to pedestrian and cycle linkage between Two Waters, the Town Centre and other key destinations within the town.
- 23.84** 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 dominate the key routes into the area, detracting attention from its character and deterring walking and cycling movement through the car-led environment.
- 23.85** The area will support high density development in keeping with its location in one of the most sustainable parts of the Borough. A minimum of 1,500 homes will be provided to create a vibrant residential-led mixed-use area with an attractive sustainable gateway for the town at Hemel Hempstead Railway station. A new employment area to be delivered to the West of Two Waters Road and North of the A41 is expected to experience demand from the local light industrial market (ranging up to 50,000 sq ft), absorbing demand in the medium to long term as a secondary location to Maylands Business Park.
- 23.86** The redevelopment of Hemel Hempstead railway station is a priority for HGC's transformation. Strategic transport infrastructure improvements need to link to this destination to ensure transport modal share targets are met.
- 23.87** Development will respect the location next to the moor and Corner Hall residential area.
- 23.88** The focus for development in the Two Waters Opportunity Area will be to deliver:
- a minimum of 1,500 homes plus windfall development;
 - around 5ha of new employment space along the A414/A41 junction;
 - a new station ticket office, a MMTI and related facilities, capable of accommodating a Mass Rapid Transit System along the A414 corridor and linked highway improvements, public realm, signage and accessibility improvements to support pedestrian and cycling navigation along key routes linking it to the town centre including the Grand Union Canal tow path, Maylands Business Park and other key destinations;
 - a network of segregated routes to accommodate pedestrians, cycles and e-bikes/scooters linking the area to the Town Centre and beyond.
- 23.89** There are significant regeneration opportunities in the area, particularly the Station Gateway, former Gasworks Site and Two Waters North / Magic Roundabout. These developments will deliver significant residential development together with supporting services and infrastructure.
- 23.90** Development in the Two Waters Area will be directed towards the following sites:
- The Station Gateway site
 - The National Grid Site
 - The Two Waters North (Corner Hall site)
 - The Two Waters/London Road Site
 - Land at Frogmore Road

- Land at Ebbens Road
- Land at 223 London Road
- Land at Two Waters Road/A41 Junction

Policy SP18 - Two Waters Opportunity Area

Growth across Two Waters will reflect that the area is one of the most sustainable locations in the Borough, being close to the Town Centre and to key transport interchanges. As such it is an area where higher density development will be supported, taking advantage of the area's access to services, facilities and sustainable transport.

Housing and employment uses will be delivered in sustainable locations adjacent to public transport, alongside new infrastructure to encourage modal shift and measures to improve air quality. New development will be integrated into the town-wide green and blue network. Development will respect the character of the moors, protect wildlife sites and waterways, and provide better access to open space. Given the scale of growth proposed in the area it will be important that this is delivered in a considered and coordinated way. Development across the area will deliver the following:

1. high quality development residential and mixed use development of an appropriate height and density which reflects the prominence and connectivity of this location, but respects the area's topography, townscape, views and environmental assets;
2. the delivery of 5ha of employment land east of the A41 for industrial, storage and distribution and office use providing floorspace, in addition to the saved GEA allocations and supporting the area's economy;
3. a primary school and other community facilities;
4. an MMTI and related facilities at Hemel Hempstead Train Station, capable of accommodating a Mass Rapid Transit System along the A414 corridor and linked highway improvements, public realm, signage and accessibility improvements to support pedestrian and cycling navigation;
5. a revitalised gateway for the town at Hemel Hempstead Train Station, with a new ticket office, improved railway station building and facilities serving passengers, cyclists, pedestrians and the surrounding community;
6. a network of improved and segregated pedestrian and cycle routes, connecting with the town-wide green and blue network, linking to key destinations including the Town Centre, Maylands, the train stations at Hemel Hempstead and Apsley, the Grand Union Canal tow path and other key destinations;
7. enhancements to the public realm, green infrastructure (including moors and waterways), with improved connectivity and public access provided;
8. protection and enhancement of key wildlife habitats and natural heritage, including the setting and industrial legacy of the Grand Union Canal;
9. measures to reduce environmental pollution and improve air quality, particularly through the AQMA around London Road;
10. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan and the Two Waters Opportunity Area Delivery Plan;
11. deliver all other site specific requirements set out in the proposed allocations HH08 - HH16.

The Two Waters Masterplan Guidance will be updated to reflect the Plan's priorities and adopted as an SPD.

Key Developments in Maylands



Key



Landscaping



Open space



Growth area



Employment area



New housing



New employment



Town centre/Local centre



GU canal, rivers Gade, Bulbourne & Ver



Motorway



Trunk roads



Main roads



Dacorum boundary

Maylands Business Park

- 23.91** A central element of the strategy for Maylands is 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 a multi-modal transport interchange and waste management facilities, as well as the improvements to the local highway network and Junction 8 of the M1 described elsewhere.
- 23.92** To complement the employment growth to the East, within St Albans district, the Council will be making further employment allocations along Maylands Gateway.
- 23.93** Within Maylands, the strategy is to focus on regenerating the employment 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 will become a designated neighbourhood centre and experience further high density mixed use and residential development. In exceptional circumstances, other locations on the periphery of Maylands may be encouraged to convert to residential development to contribute to the Borough's housing requirement, whilst the existing uses would be relocated to meet the needs of the wider town.
- 23.94** The focus for development in Maylands will be to deliver:
- around 800 homes plus windfall development;
 - around 6 ha of new employment space along Maylands Gateway to deliver the objectives of the Herts IQ;
 - a new mixed use neighbourhood centre at the Heart of Maylands with a MMTI and related services and facilities;
 - strategic and local pedestrian, cycle and bus connections with the existing and new neighbourhoods, community facilities and railway station, integrated with the town-wide green and blue network.

Policy SP19: Maylands Business Park

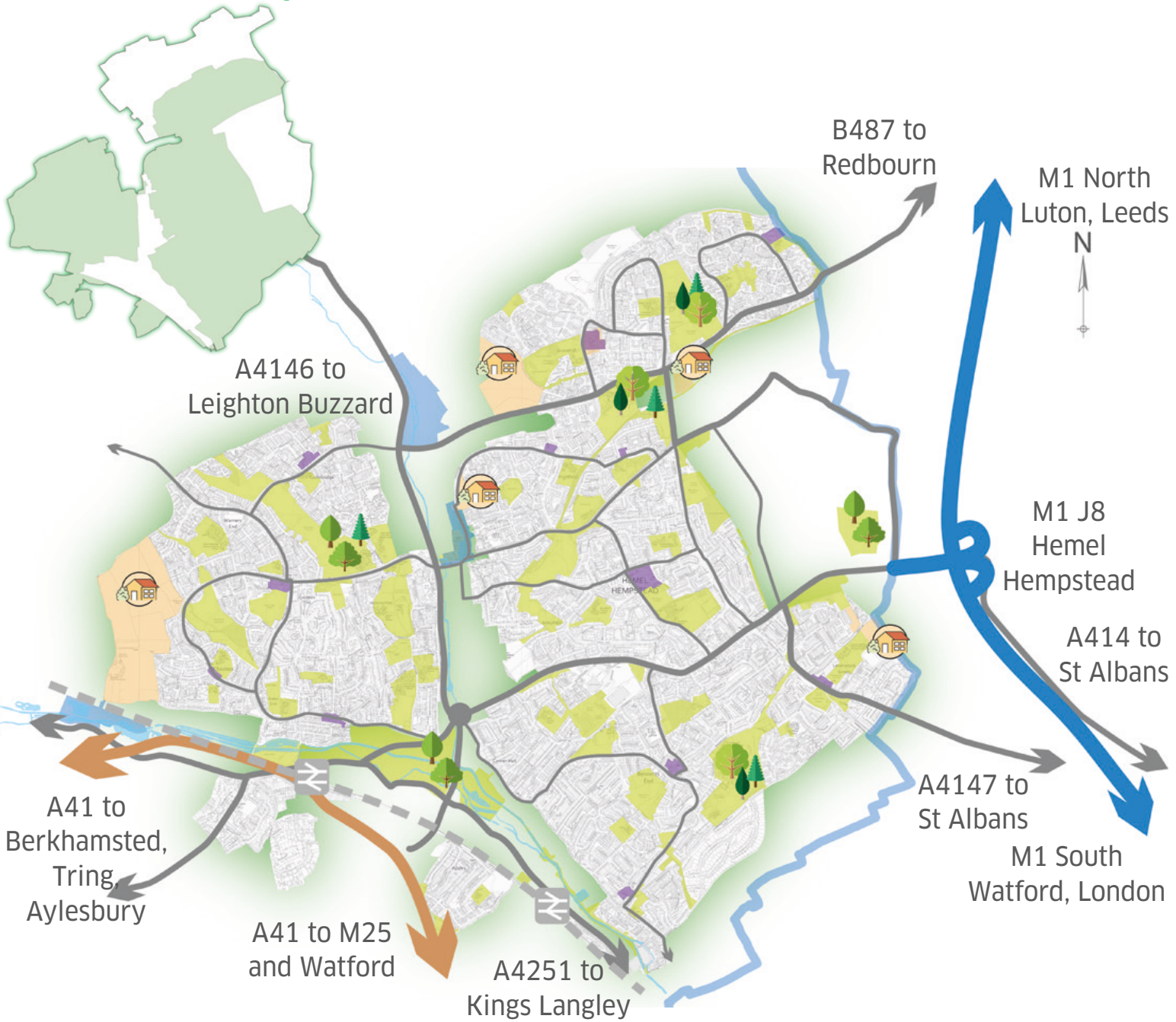
All new development in the Maylands area will be expected to contribute to securing its position as a key employment centre for the wider South West Herts area and home to an emerging green economy cluster of sub-regional significance in Herts IQ, as well as one of Hemel Hempstead's constituent neighbourhoods.

New development will:

1. deliver high quality employment space and other non-B class uses that are similar in nature to B class uses and where they strengthen the economic role of the GEA, or provide important services and facilities that would enhance the attractiveness of the GEA as an economic centre in accordance with policy DM16 - General Employment Areas, , whilst not undermining the particular role of the GEA as an employment and economic centre;
2. 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;
3. deliver a mixed use centre in the Heart of Maylands with a range of retail, leisure and community facilities to support local residents and employees;
4. deliver new high quality business space along the Maylands Gateway;
5. support targeted residential development on key sites;
6. deliver improvements to the Nickey Line, and maximise walking and cycling connections within Maylands and to the town-wide green and blue network;
7. 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;

8. pioneer the green economy and embed sustainable development through use of low carbon materials, delivery of sustainable energy infrastructure, create opportunities for the circular economy and localisation of supply chains, and piloting of zero carbon transport innovations and modern methods of construction;
9. deliver opportunities for development areas, and all other site specific requirements set out in the HGC Spatial Vision and proposed allocations HH17 - HH20; and
10. deliver improvements to the public realm in accordance with the Maylands Public realm improvements and the Strategic Design Guide.

Key Developments in the rest of Hemel Hempstead



Key



Landscaping



Open space



Conservation area



Growth area



New housing



Town centre/Local centre



GU canal, rivers Gade, Bulbourne & Ver



Euston NW Railway



Motorway



Trunk roads



Main roads



Dacorum boundary

The Rest of Hemel Hempstead

23.95 Elsewhere in Hemel Hempstead development opportunities will inevitably arise through windfall proposals, other allocations and facilitating town wide infrastructure delivery. The focus for development in the rest of Hemel Hempstead will be to deliver:

- around 1,800 homes plus windfall development;
- other town wide infrastructure required to support growth and transformation.

23.96 Development in the Rest of Hemel Hempstead will be directed towards the following locations:

- West Hemel Hempstead
- Marchmont Farm
- Land North of the Old Town
- Land at Turners Hill
- Land rear of St Margarets Way / Datchworth Turn
- Land at Bunkers Park

BERKHAMSTED DELIVERY STRATEGY

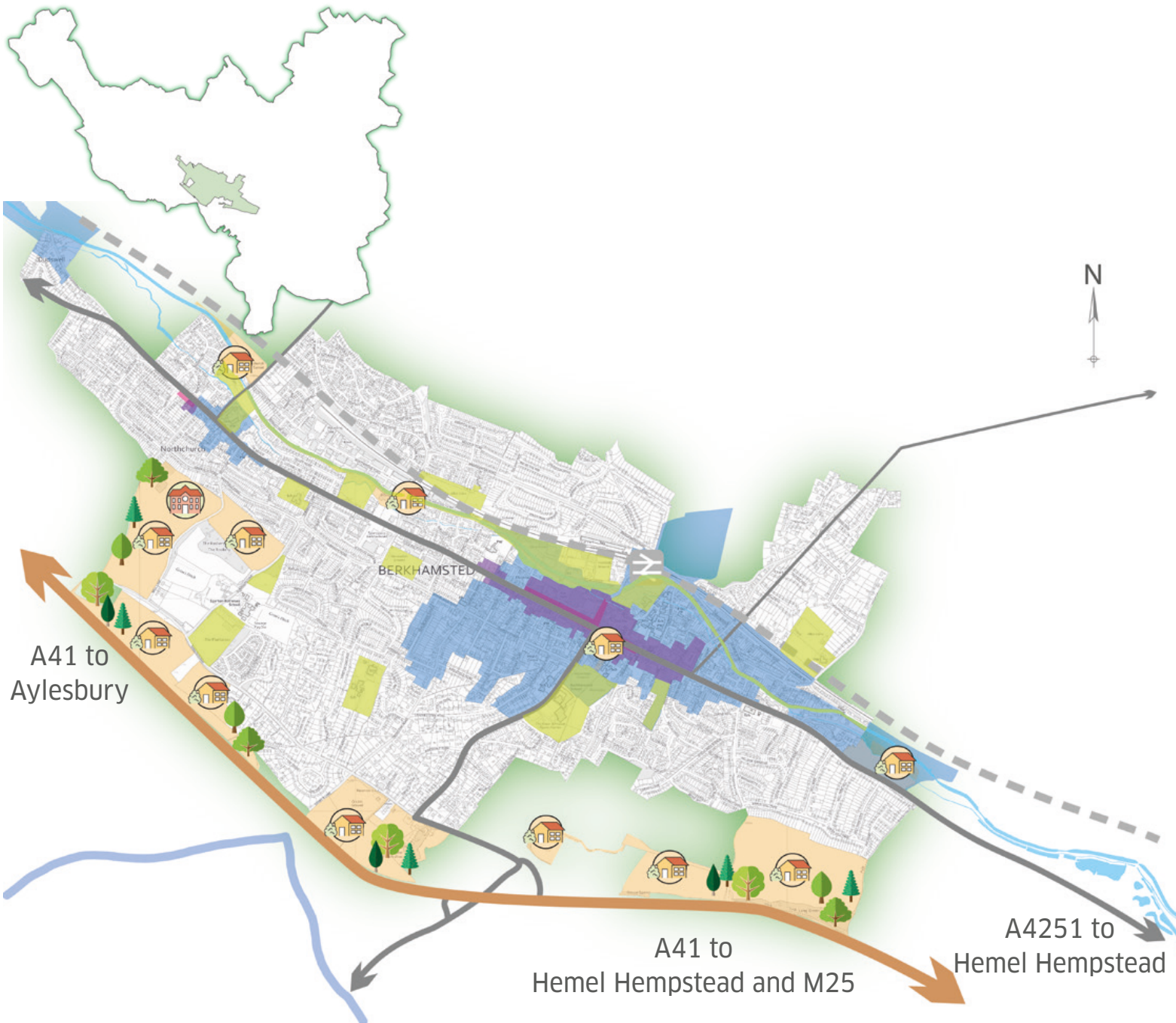


Berkhamsted Delivery Strategy

Introduction

- 23.97** Berkhamsted, including the urban area of Northchurch Parish, is a large historic market town and is the second largest settlement in the Borough.
- 23.98** 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.
- 23.99** Berkhamsted is an attractive valley town, with a rich built heritage, surrounded by the Chilterns AONB. 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.
- 23.100** The area is served by a town centre that provides an important district, cultural and service centre role and supports a thriving evening economy. A variety of businesses can be found in the town centre and in the employment areas around Billet Lane/Northbridge Road.
- 23.101** The Settlement Hierarchy study identifies this area as one of the most sustainable towns in the Borough as it provides a hub for a range of services and facilities for its residents and surrounding rural hinterland. Given its size, level of facilities and transport links, the settlement should be an important focus for meeting the Borough's development needs.
- 23.102** Growth will need 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. As a consequence, growth will be transport / accessibility and infrastructure led and be chiefly brought forward as larger releases to help deliver these. New development will need to contribute towards increasing capacity/upgrading local infrastructure, as appropriate.
- 23.103** There is no made neighbourhood plan in place to bring forward allocations.

Key Developments in Berkhamsted



Key



Landscaping



Open space



Conservation area



Growth area



Potential school



New housing



Town centre/Local centre



Shopping



Mixed Growth area



GU canal, rivers Gade, Bulbourne & Ver



Euston NW Railway



Trunk roads



Main roads



Dacorum boundary

Berkhamsted Homes

- 23.104** At least 2,200 homes will be provided in Berkhamsted over the period 2020-2038.
- 23.105** Not all of the housing required can be achieved within the town boundary as opportunities are limited, especially given its historic and densely built-up core and high townscape quality neighbourhoods. Some 400 homes will come forward in the settlement area through identified and windfall sites.
- 23.106** A significant amount of future housing (around 1,870 homes) will be brought forward as urban extensions through the following strategic Growth Areas:
- Land south of Berkhamsted (850 homes)
 - Haslam Fields, Shootersway (150 homes)
 - British Film Institute site, Kingshill Way (90 homes)
 - Land adjacent to Blegberry Gardens (80 homes)
 - Rosway Farm (between Shootersway and A41) (200 homes)
 - Land east of Darrs Lane (200 homes)
 - Lock Field, New Road, Northchurch (60 homes)
 - Land between Bank Mill Lane and London Road (50 homes)
 - Land at and to the rear of Hanburys, Shootersway (70 homes)
- 23.107** Further residential allocations are proposed within the urban area as follows:
- Former Durrants Furniture, Billet Lane (Jewson Site)
 - Berkhamsted Civic Centre and land to the rear of High Street
 - Land c/o Durrants Lane / Shootersway
- 23.108** The bulk of development will chiefly be delivered as a planned new neighbourhood to the south and west of Berkhamsted. This broad location of growth will minimise the impact on the sensitive landscape surrounding the settlement, provide for a more balanced east-west growth to the town, and limit impact on the better performing Green Belt areas. The new neighbourhood will need to be sensitively designed given its proximity to the Chilterns AONB, including the retention and enhancement of landscaping and the careful siting and design of development given the neighbourhood's mainly valley-side/ridge line location.
- 23.109** The strategic Growth Areas will be of a mix of sizes. The South Berkhamsted Growth Area is the largest of these and will enable the delivery of a full range of housing, including a significant number of much needed affordable homes, and specialist accommodation for older people. The housing will be supported by other local facilities for the new residents, such as a community hub, new primary schooling, open space and allotments.
- 23.110** These Growth Areas will come forward in a comprehensive, cohesive and co-ordinated manner. Their scale offers benefits for infrastructure co-ordination and delivery, enabling a fuller range of site and town-wide infrastructure needs to be considered and planned for, especially the need for two 2FE primary schools, a 6FE secondary school and significant levels of formal and informal open space. The strategic sites offer an opportunity to provide additional facilities for the new and existing residents through the creation of a community hub and in dual/community use of the associated new schools and their playing fields.
- 23.111** The loss of the playing pitches associated with the Haslam Fields Growth Area will need to be replaced. Berkhamsted School who are the landowners, have identified replacement sports facilities on their Haresfoot campus on the edge of the town which will need to be secured as a linked allocation (Growth Area Cy04).
- 23.112** The key objectives for the new neighbourhood are set out below:
- to create a new comprehensively planned neighbourhood as a mixed use urban extension to the south-east and south west of the town;

- to integrate new development with the existing built-up area of Berkhamsted;
- site layouts and design should also take account of long-distance views to the Chiltern Hills and its valley-side location;
- the Growth Areas will secure the delivery of transportation schemes identified in the Berkhamsted and Tring Sustainable Transport Strategy, including improved pedestrian and cycle links to the town centre/railway station;
- to provide green corridors linking development with the surrounding communities and wider countryside;
- to deliver a mix of market and affordable housing, new community facilities, including two primary schools and a secondary school, local centre hub, and a hierarchy of open spaces; and
- where relevant, to provide a noise buffer to the A41.

23.113 Given the new neighbourhood involves multiple mixed-use allocations, an overall masterplanning approach will be essential to ensure a co-ordinated and comprehensive approach to development, and to guide phasing of these strategic sites.

Berkhamsted Employment

23.114 The Employment Land Study recommends that the existing employment areas are safeguarded for this purpose given that these sites are well occupied and they represent Berkhamsted's main employment locations. The emphasis will be on protecting the diverse range of business activities they support and potential opportunities for other related uses there, in order to maintain a reasonable balance between new homes and jobs.

23.115 However, there may be small-scale employment opportunities within the proposed local centre hub of the South Berkhamsted Growth Area (Bk01).

Berkhamsted Retail

23.116 The key district shopping and service role of the town centre will be maintained and diversified, and planned and natural growth in the town should help boost overall levels of spend there. In reality, the town centre benefits from residents with generally high levels of disposable income, low property vacancy rates, an attractive historic environment, and a thriving evening economy. We will take opportunities to improve public transport provision and the general connectivity of the town centre. The completion of the multi-storey car park on Lower Kings Road will add to the supply of spaces and ease parking pressures for shoppers, visitors and workers. Furthermore, the town centre library has been recently relocated and upgraded.

23.117 The retail foodstore allocation at Gossoms End (Growth Area Bk13) already benefits from planning permission and should help meet the need for additional food floorspace, albeit in an out of centre location. In addition, the the South Berkhamsted Growth Area (Bk01) offer the opportunity to secure small-scale shopping facilities within a local centre hub.

23.118 The local centre at Northchurch, other scattered shops within the neighbourhoods and petrol filling stations all provide a valuable service to residents and passing trade to meet their day-to-day shopping needs, complementing the retail role of the town centre.

Berkhamsted Movement

23.119 As a settlement area, the County Council consider that Berkhamsted already has a sustainable transport network in place. There is an excellent mainline railway service to London and the town forms part of a key inter-urban Aylesbury-Hemel-Watford bus route. However, they identify congestion as a key challenge in Berkhamsted resulting in constrained roads, difficulties with bus movements, and limited cycling infrastructure.

- 23.120** There are few opportunities for new road capacity in the town. The careful location of new development and promoting opportunities for sustainable travel, will in part help tackle a number of parking and traffic issues. The completion of the multi-storey car park on Lower Kings Road (327 spaces) will also increase the availability of parking spaces in the town centre.
- 23.121** Given their 'edge of town' locations, the strategic Growth Areas will need to focus on ensuring they are well connected, accessible to the town centre and railway station, and public and sustainable transport options are enhanced. All Growth Areas will be required to provide for on and off-site measures to alleviate local highway problems.
- 23.122** We have prepared the Berkhamsted and Tring Sustainable Transport Strategy which identifies the existing issues in the town and what interventions are required to accommodate growth. This has been published separately but the main proposals will be integrated within relevant site requirements for the Growth Areas included within the Local Plan.
- 23.123** Network Rail has highlighted that growth in the town will require improvements to the station capacity, including, for example, new cycle parking and the upgrading of buildings. They will be seeking contributions from new development in order to ensure these upgrades are delivered.
- 23.124** The High Street, Northchurch is designated as an Air Quality Management Area (AQMA) with monitoring in recent years indicating that air quality in this location has improved and not exceeded the set thresholds. We are developing an Air Quality Action Plan (AQAP) for the AQMA that will identify a variety of actions and mitigation measures. The policies of the Plan will be used to support delivery of these action and mitigation measures and to improve air quality generally in the town. New developments will be carefully assessed for their impact on the AQMA and emission reduction measures will be sought in accordance with the AQAP, as appropriate.

Berkhamsted Education

- 23.125** The expansion of Berkhamsted will require the creation of additional primary and secondary school places. In particular, Ashlyns School is the only secondary school serving the town and is currently at capacity. The need for additional schooling equates to a new 6FE secondary school and two new 2FE primary schools. Further discussion will take place with the County Council on the most appropriate location for new schools and land will be safeguarded through a future allocation.
- 23.126** Growth Area Bk01 is of a sufficient scale to accommodate a new primary school. We are exploring with the County Council an area of search within the west of Berkhamsted growth location for accommodating a primary and secondary school. This will be subject to detailed technical assessments to identify, in particular, any issues that could have a bearing on the deliverability of a secondary school. We will continue to work with the County Council on this matter to ensure these detailed issues are factored into the growth strategy for the town.
- 23.127** The independent school sector also plays an important educational and community role in the town. Berkhamsted School operate chiefly from a number of sites in and around the town centre. Egerton Rothesay School caters for pupils with specialist educational needs and serves a wide area beyond the town. In principle we will help support this role through the Local Plan.

Site Specific Allocations

- 23.128** The Local Plan makes detailed site specific allocations for growth in the town which can be found in Policy SP20 - Delivering Growth in Berkhamsted and in the Proposals and Sites schedule.

Delivering Growth in Berkhamsted

Policy SP20 - Delivering Growth in Berkhamsted

The overarching priority for Berkhamsted is to deliver comprehensively planned new communities to the south and west of the town.

1. **Housing Delivery:** At least 2,236 dwellings will be delivered in the plan period. The contribution of all sources of housing supply for Berkhamsted are shown in the following table:

Table 34

Category	Number of Dwellings
Known Commitments (April 2020)	143
Local Plan Strategic Allocations	1,876
Windfall sites	217

2. **Growth Areas:** The following table shows how new growth will be distributed in Berkhamsted. Development of these sites will be supported where they are in accordance with the specific policy requirements (Berkhamsted Allocations), and relevant local and national policies.

Table 35

Growth Area	Allocation type	Principally allocated for
Bk01 - South of Berkhamsted	Major urban extension	Around 850 dwellings, with public open space; Community hub; and Primary School.
Bk02 - British Film Institute	Major urban extension	Around 90 dwellings, with public open space
Bk03 - Haslam Playing Fields	Major urban extension	Around 150 dwellings, with public open space
Bk04 - Land between Hanburys and A41	Major urban extension	Around 70 dwellings, with public open space
Bk05 - Blegberry Gardens	Major urban extension	Around 80 dwellings, with public open space
Bk06 - East of Darrs Lane	Major urban extension	Around 200 dwellings; Land for a new secondary school; and Public park.
Bk07 - Lock field, Northchurch	Major urban extension	Around 60 dwellings, with public open space.
Bk08 - Rossway Farm (Land between Shootersway and A41)	Major urban extension	Around 200 dwellings, with public open space.
Bk09 - Bank Mill Lane	Major urban extension	Around 50 dwellings, with public open space.
Bk10 - Hanburys, Shootersway	Major urban extension	Around 40 dwellings, with public open space.

Bk11 - Billet Lane (Jewson site)	Urban regeneration area	Around 40 dwellings, with public open space.
Bk12 - Berkhamsted Civic Centre and land to the rear of High Street	Town Centre regeneration area	Replacement Civic Centre; Around 16 dwellings; and Other town centre uses, where appropriate.
BK13 - Gossoms End / Billet Lane	Urban regeneration area	Around 30 dwellings; and Foodstore at ground floor level.

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for Berkhamsted. Proposals for new development in these locations will be supported where they accord with relevant local and national policies.

Table 36

Renewal Area	Allocation type	Key Policies
Bk14 - Northbridge Road	General Employment Area	Policy DM16 - General Employment Areas
Bk15 - River Park		
Bk16 - Berkhamsted Town Centre	Town Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy DM19 - Mix of uses in Town, District and Local Centres

Delivering Growth in South Berkhamsted

- 23.129** The expansion of Berkhamsted to the South represents the single largest allocation in the town. When built out it will consist of a vibrant new neighbourhood of around 1,000 homes spread across several sites. It is the fact that growth will come forward on several sites which requires a cohesive approach which binds these elements together.
- 23.130** The development will deliver socially inclusive communities, particularly genuinely affordable homes, sustainable energy infrastructure to address climate change (contributing to our response to the Climate Emergency and need for decarbonisation), create walkable neighbourhoods and enhanced cycling provision. There is a need to bring forward a Masterplan for the area which delivers the following:
- 23.131** Key issues/development requirements to be delivered and or addressed in South Berkhamsted:
- around 1,000 homes (including provision for older people);
 - new retail development;
 - primary schools;
 - a district heating network; and
 - network of green spaces, including the delivery of Suitable Alternative Natural Greenspace (SANG) if required.

Policy SP21 - Delivering Growth in South Berkhamsted

The Council will bring forward a comprehensively planned urban extensions to Berkhamsted in accordance with a Masterplan led approach and based on the Town and Country Planning Association (TCPA) Garden City Principles. The Masterplan will be prepared by the Council and adopted as an SPD working in collaboration with key partners and landowners and be subject to community and stakeholder involvement.

The Masterplan will be supported by Development Parcel Design Codes which will inform planning applications.

The Masterplan (and other supporting documents) will set out how the South Berkhamsted extensions will deliver the following:

1. distinctive, sustainable, high quality, successful new communities with a best approach to planning, design and management of the built and public realm.
2. achieves best practice in design to build in sustainable lifestyles, such as walkable neighbourhoods with local services and employment opportunities throughout the development.
3. beautifully and imaginatively designed homes, combining the best of town and country to create healthy communities.
4. a comprehensive green infrastructure network and net biodiversity gains which enhances the environment. The development will deliver local and strategic green infrastructure designed as accessible multifunctional space and maximise benefits such as wildlife, recreation, water management and includes opportunities to grow food.
5. promote sustainable travel choices by delivering an integrated and accessible development with walking, cycling and public transport prioritised as well as the transport outcomes detailed in the Berkhamsted and Tring Sustainable Transport Strategy.
6. an exemplar in sustainable living with a particular focus on reducing energy consumption as well as generating energy from renewable and low carbon sources and delivering other significant environmental enhancement to ensure climate resilience.
7. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan for Berkhamsted.
8. deliver all other site specific requirements set out in the proposed allocation(s) Bk01, Bk02, Bk03, Bk04, BK09, Bk10.

The Council will prepare the Masterplan for the whole of the South Berkhamsted Growth Area and this will be adopted as an SPD. The Masterplan will be supported by Development Parcel Design Codes which will inform subsequent planning applications. These will be prepared in collaboration with key partners and landowners and be supported by community and stakeholder involvement.

Delivering Growth in West Berkhamsted

23.132 The expansion of Berkhamsted to the West represents a further large scale extension of the allocation in the town. When built out it will consist of vibrant new neighbourhood of around 500 homes. It is the fact that growth will come forward on a number of sites which requires a cohesive approach which binds these elements together.

23.133 The development will deliver socially inclusive communities, particularly genuinely affordable homes, sustainable energy infrastructure to address climate change (contributing to the Authorities' response to the Climate Emergency and need for decarbonisation) and creating walkable neighbourhoods and enhanced cycling provision. There is a need to bring forward a Masterplan for the area which delivers the following:

23.134 Key issues/development requirements to be delivered and or addressed in West Berkhamsted:

- around 500 homes;

- primary schools;
- a new secondary school;
- a district heating network; and
- network of green spaces, including the delivery of Suitable Alternative Natural Greenspace (SANG) if required.

Policy SP22 - Delivering Growth in West Berkhamsted

The Council will bring forward a series of comprehensively planned urban extensions to Berkhamsted in accordance with a Masterplan led approach and based on the Town and Country Planning Association (TCPA) Garden City Principles. The Masterplan will be prepared by the Council and adopted as an SPD working in collaboration with key partners and landowners and be subject to community and stakeholder involvement.

The Masterplan will be supported by Development Parcel Design Codes which will inform planning applications.

The Masterplan (and other supporting documents) will set out how the West Berkhamsted extensions will deliver the following:

1. distinctive, sustainable, high quality, successful new communities with a best approach to planning, design and management of the built and public realm.
2. achieves best practice in design to build in sustainable lifestyles, such as walkable neighbourhoods with local services and employment opportunities throughout the development.
3. beautifully and imaginatively designed homes, combining the best of town and country to create healthy communities.
4. a comprehensive green infrastructure network and net biodiversity gains which enhances the environment. The development will deliver local and strategic green infrastructure designed as accessible multifunctional space and maximise benefits such as wildlife, recreation, water management and includes opportunities to grow food.
5. promote sustainable travel choices by delivering an integrated and accessible development with walking, cycling and public transport prioritised as well as the transport outcomes detailed in the Berkhamsted and Tring Sustainable Transport Strategy.
6. an exemplar in sustainable living with a particular focus on reducing energy consumption as well as generating energy from renewable and low carbon sources and delivering other significant environmental enhancement to ensure climate resilience.
7. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan for Berkhamsted.
8. deliver all other site specific requirements set out in the proposed allocation(s) Bk05, Bk06 and Bk08.

The Council will prepare the Masterplan for the whole of the West Berkhamsted Growth Area and this will be adopted as an SPD. The Masterplan will be supported by Development Parcel Design Codes which will inform subsequent planning applications. These will be prepared in collaboration with key partners and landowners and be supported by community and stakeholder involvement.

TRING DELIVERY STRATEGY



Tring Delivery Strategy

Introduction

- 23.135** Tring is a market town in the northwest of Dacorum and is the third largest settlement in the Borough.
- 23.136** The town is surrounded by the Chilterns Area of Outstanding Natural Beauty and set within 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 at Tring Station, together with the Grand Union Canal which runs north east passing close to the Tring Reservoirs Site of Special Scientific Interest (SSSI).
- 23.137** Tring has a backdrop of architecturally rich buildings typical of the Rothschild style. The town centre has a strong individual character with many shops and small businesses along the High Street and alleyways. There is also a variety of employment areas, the largest being Icknield Way Industrial Estate to the west, and the town has a medium sized grocery supermarket on the edge of the town centre. Tring Park is an important green infrastructure asset close to the town and there are playing fields and other sports facilities to the west of the town.
- 23.138** The Settlement Hierarchy Study identifies Tring as one of the most sustainable towns in the Borough as it provides a hub for a range of services and facilities for its residents and surrounding rural hinterland. Given its size, level of facilities and transport links, the settlement should be an important focus for meeting the Borough's development needs.
- 23.139** Growth will need 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. As a consequence, growth will be sustainable transport / accessibility and infrastructure led and be chiefly brought forward as larger releases to help deliver these. New development will need to contribute towards increasing capacity/upgrading of local infrastructure, as appropriate.
- 23.140** Growth at Tring will also need to be sensitive in its design and landscape to the surrounding landscape and heritage context, including the Chilterns AONB, and protecting and enhancing the market town attributes of the town centre, including its shopping and service role.
- 23.141** There is no made neighbourhood plan in place to bring forward allocations.

Key Developments in Tring



Key



Landscaping



Open space



Conservation area



Growth area



Potential school



New housing



New employment



Town centre/Local centre



Mixed Growth area



GU canal, rivers Gade, Bulbourne & Ver



Euston NW Railway



Trunk roads



Main roads



Dacorum boundary

Tring Homes

- 23.142** Tring will deliver around 2,730 dwellings over the period 2020 - 2038. Some 457 homes will come forward through other identified commitments and windfall sites within the settlement area. Not all of the housing required can be provided within the existing town boundary as the opportunities are limited, especially given its historic core and lack of significant and available brownfield sites.
- 23.143** A significant amount of the future housing (around 2,200 dwellings) will be delivered as urban extensions through the release from the Green Belt of the following strategic sites:
- East of Tring (1,400 dwellings)
 - New Mill (400 dwellings)
 - Dunsley Farm (400 dwellings)
- 23.144** The bulk of development will be delivered as a planned new neighbourhood to the east of Tring between Station Road and Bulbourne Road. The neighbourhood will adjoin the CAONB on its eastern and southern boundaries, but separated by the Grand Union Canal and Station Road respectively. Development will nevertheless need to be sensitively designed and laid out to respect the setting of this important landscape designation, including in long distance views from the east. This will include significant green infrastructure provision in the form of open space and an ecological buffer to the GUC, and a connecting corridor of open space through to Grove Road.
- 23.145** A further planned neighbourhood will be delivered to the south east of Tring at Dunsley Farm (some 400 dwellings) which will include a primary school and business hub. It also adjoins the Chilterns AONB on its southern and eastern boundaries, and again will need to be sensitively designed and laid out with significant public open space.
- 23.146** The strategic sites are of a scale that they can deliver a range of housing to meet all life stages, including significant affordable housing and other specialist accommodation. Housing will be supported by necessary local facilities such as shops, health and other community facilities, new schools, significant new public open space, and new and improved sustainable transport links to Tring Station, the town centre and surrounding neighbourhoods.
- 23.147** The strategic sites will come forward in a comprehensive, cohesive and co-ordinated manner. Their scale offers benefits for infrastructure co-ordination and delivery, enabling a fuller range of site and town-wide infrastructure needs to be considered and planned for that would otherwise not be possible, especially the need for two 2FE primary schools, a 6FE secondary school and significant levels of formal and informal open space. The strategic sites offer an opportunity to provide additional facilities for the new and existing residents through the creation of a neighbourhood centre / community hub and through dual / community use of the associated new schools and their playing fields.

The key objectives for the new neighbourhoods are set out below:

- create new comprehensively planned neighbourhoods as mixed use urban extensions to the south and east of the town;
- integrate new development with the existing built-up area of Tring in terms of sustainable transport connections, open space and urban grain / morphology;
- provide significant ecological and open space buffers to the GUC and the hamlet of Bulbourne, with a connecting corridor of open space to Grove Road, and a buffer of open space along Station Road;
- provide open space / green corridors linking the development with adjoining recreational open space at Tring Park Cricket Club and Tring Rugby and Football Clubs and open countryside to the south;
- protect and enhance the existing wildlife site at Cow Farm and/or provide for its translocation;
- take account of the Chilterns AONB setting, including long-distance views of the sites from the Chiltern Hills to the south and east in respect of the site layout, design and landscaping;
- secure the delivery of a local north-south distributor road between Bulbourne Road and London Road;

- provide and support new and improved pedestrian and cycle links to the town centre and Tring Station;
- deliver a mix of market and affordable housing, new community facilities, two new primary schools and a secondary school, a new business hub, a local neighbourhood hub, and a hierarchy of open spaces; and
- include screen planting along London Road and ensure appropriate buffer / noise mitigation to the A41.

Tring Employment

23.148 There are currently three General Employment Areas (GEAs) in Tring: Icknield Way Industrial Estate, Akeman Business Park and Brook Street (Silk Mill Business Park). Icknield Way Industrial Estate is the largest and most modern of these GEAs. We will safeguard the Icknield Way and Brook Street GEAs for employment purposes. This is in order to preserve residential amenity and maintain the supply of employment land in the town in accordance with the recommendations of the Employment Land Availability Assessment (October 2017). However, the assessment considered that the Akeman Business Park was more constrained, and most of the site has been lost to residential through permitted development rights. Therefore, we will no longer identify this site for employment purposes.

23.149 With the proposed growth of Tring, there is a need to balance population expansion with new employment floorspace in the town in order to provide local job opportunities and to limit the potential for out-commuting. The release of Dunsley Farm Growth Area provides the opportunity for a sizable element of additional employment floorspace (offices/industrial/warehousing) on a part of the site. This builds on the existing commercial uses there, including the Tring Brewery, and provides scope for new small to medium sized business units. It could also help maximise the opportunity for employee trips to the town centre, helping to support the centre's vitality and viability.

Tring Retail

23.150 There is no requirement for significant new non-food floorspace in the town, but additional convenience food floorspace is required given the degree to which existing large stores are over-trading. Our preference is for a new foodstore to be located within the existing town centre. We are exploring the feasibility of this through a site on High Street / Brook Street (Growth Area Tr06). However, we recognise that there may be delivery issues here, and if a scheme cannot be brought forward, we will support additional retail floorspace at Dunsley Farm (Growth Area Tr01) as the best alternative location.

Tring Movement

23.151 As a compact market town, most residential areas of Tring are easily accessible to the town centre by foot or bicycle and the town is served by a number of bus services giving both access to the town centre and inter town connections. Tring has a mainline railway station. However, this is not well located in relation to the town centre, being some 2 km away. Whilst there is a shared footway and cycle path along Station Road there is a need to upgrade the route to encourage its use.

23.152 With the exception of one or two congestion points such as Brook Street, due to inter urban commuting patterns, Tring does not suffer significant problems as the road network across town is fairly permeable.

23.153 The careful location of new development and promoting opportunities for sustainable travel, including improved cycle and pedestrian routes and bus services, will contribute in a significant way to making the town more accessible in ways that do not rely on motorised transport. It is important to minimise road going trips to limit congestion and promote walkable neighbourhoods.

23.154 Existing housing growth to the west of Tring will deliver a new east-west shared cycle and footpath that will link the existing and proposed residential neighbourhoods to the wider cycle and footpath network at the A41 roundabout and beyond to Aston Clinton. Other improvements are proposed there that will upgrade public rights of way and improve accessibility to buses.

- 23.155** We have prepared the Berkhamsted and Tring Sustainable Transport Strategy which identifies the existing issues in the town and what interventions are required to accommodate growth. This has been published separately but the main proposals will be integrated within relevant site requirements included within the Local Plan.
- 23.156** Development of the Strategic Sites has the potential to deliver a new north-south link road between Bulbourne Road and Station Road which could help address congestion blackspots and improve traffic movements around Tring. An important requirement will be significant improvements to the existing cycle path along Station Road with its extension to the train station given a high priority, alongside exploring the potential for pedestrianisation and traffic calming measures in Tring Station. The LTP 4 (2018-31) identifies Tring as a potential Cycle Infrastructure Improvement Town where the County Council aims to deliver a step change in cycling.
- 23.157** The creation of connecting pedestrian and cycle routes from the new housing areas will ensure the greatest potential for creating sustainable neighbourhoods and promoting modal shift. All strategic sites will be required to provide for on and off-site measures to alleviate local highway problems.
- 23.158** There is the potential for an increased demand for car parking at Tring Station. Proposals for a new cycle path from Pitstone to Tring Station will help ensure an element of modal shift for commuters from Pitstone and join up with the existing facility on Westfield Road. Nevertheless an assessment of parking demand and mitigation measures should accompany the development of Growth Area sites.

Tring Education

- 23.159** New growth in the town, in particular to the east will put pressure on existing and currently proposed school capacity. As such, two new primary schools and a secondary school will be delivered through the Growth Areas at East of Tring (Growth Area Tr03) and Dunsley Farm (Growth Area Tr01) to meet this longer term need which will include provision for associated playing fields.
- 23.160** There may also be a need for further school capacity and facilities on other school sites in the town, including private schools. Planning policy will be applied sensibly to allow for on-going investment and improvement to school capacity having regard to other policy such as Open Land ('Policy DM38 - Open Land') to ensure that the wider interests of the town are met.

Site Specific Allocations

- 23.161** The Local Plan makes detailed site specific allocations for growth in the town which can be found in Policy SP23 Delivering Growth in Tring and the Proposals and Sites Schedule.

Delivering Growth in Tring

Policy SP23 - Delivering Growth in Tring

The overarching priority for Tring is:

1. **Housing Delivery:** At least 2,731 dwellings will be delivered in the Plan period. The contribution of all sources of housing supply for Tring are shown in the following table:

Table 37

Category	Number of Dwellings
Known Commitments (April 2020)	313
Local Plan Strategic Allocations	2,274
Windfall sites	144

2. **Growth Areas:** The following table shows how new growth will be distributed in Tring. Development of these sites will be supported where they are in accordance with the specific policy requirements (Tring Allocations), and relevant local and national policies.

Table 38

Growth Area	Allocation type	Principally allocated for
Tr01 - Dunsley Farm	Major urban extension	Around 400 dwellings, with public open space; 5.4ha of new employment land (equivalent to 21,600 sq.m of floorspace); and A primary school.
Tr02 - New Mill	Major urban extension	Around 400 dwellings, with public open space.
Tr03 - East of Tring	Major urban extension	Around 1,400 dwellings, with public open space; Neighbourhood centre; Sports/community hub; Primary school; and Secondary school.
Tr04 - Icknield Way	Residential led	Around 50 dwellings.
Tr05 - Miswell Lane	Residential led	Around 24 dwellings, with public open space.
Tr06 - High Street / Brook Street	Town Centre regeneration area	Retail led development, including a medium or large supermarket; Food and drink, and leisure uses; Car parking, including at least as many public parking spaces as at present; Replacement of Local History Museum within the new development; and Offices or housing above retail development and on the Brook Street frontage.

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for Tring. Proposals for new development in these locations will be supported where they accord with relevant local and national policies.

Table 39

Renewal Area	Allocation type	Key Policies
Tr07 - Brook Street	General Employment Area	Policy DM16 - General Employment Areas

Renewal Area	Allocation type	Key Policies
Tr08 - Icknield Way		
Tr09 - Tring Town Centre	Town Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy DM19 - Mix of uses in Town, District and Local Centres
Tr10 - Miswell Lane (and Western Road)	Neighbourhood Centre	Policy DM20 - Neighbourhood centres and scattered Local Shops

Delivering Growth in East Tring

23.162 The expansion of Tring to East represents the single largest combined allocations in the town and one of the largest growth areas in the Borough. When built out it will consist of vibrant new neighbourhood of around 1,800 homes spread across two sites. It is the fact that growth will come forward over a long period of time, across multiple sites and in a sensitive location which requires a cohesive approach which binds these elements together.

23.163 The development will deliver socially inclusive communities, particularly genuinely affordable homes, sustainable energy infrastructure to address climate change and creating walkable neighbourhoods and enhanced cycling provision. There is a need to bring forward a Masterplan for the area which delivers the following:

- around 1,800 homes (including provision for older people);
- a primary school;
- a secondary school;
- a new sporting and leisure hub; and
- a network of green spaces, including the delivery of Suitable Alternative Greenspace (SANG) if required.

Policy SP24 - Delivering Growth in East Tring

The Council will bring forward a series of comprehensively planned urban extension to the East of Tring in accordance with a Masterplan led approach and based on the Town and Country Planning Association (TCPA) Garden City Principles. The Masterplan will be prepared by the Council and adopted as an SPD but be prepared in collaboration with key partners and landowners and be subject to community and stakeholder involvement.

The Masterplan will be supported by Development Parcel Design Codes which will inform planning applications.

The Masterplan (and other supporting documents) will set out how the south and east Tring extensions will deliver the following:

1. distinctive, sustainable, high quality, successful new communities with a best approach to planning, design and management of the built and public realm;
2. achieves best practice in design to build in sustainable lifestyles, such as walkable neighbourhoods with local services and employment opportunities throughout the development;
3. beautifully and imaginatively designed homes, combining the best of town and country to create healthy communities;

4. a comprehensive green infrastructure network and net biodiversity gains which enhances the environment. The development will deliver local and strategic green infrastructure designed as accessible multifunctional space and maximise benefits such as wildlife, recreation, water management and includes opportunities to grow food;
5. promote sustainable travel choices by delivering an integrated and accessible development with walking, cycling and public transport prioritised as well as the transport outcomes detailed in the Berkhamsted and Tring Sustainable Transport Strategy;
6. an exemplar in sustainable living with a particular focus on reducing energy consumption as well as generating energy from renewable and low carbon sources and delivering other significant environmental enhancement to ensure climate resilience;
7. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan for Tring; and
8. deliver all other site specific requirements set out in in the proposed allocation(s) Tr02 and TR03.

The Council will prepare the Masterplan for East Tring Growth Area and this will be adopted as an SPD. The Masterplan will be supported by Development Parcel Design Codes which will inform subsequent planning applications. These will be prepared in collaboration with key partners and landowners and be supported by community and stakeholder involvement.

Delivering Growth in South East Tring

23.164 The expansion of Tring to South East represents the second largest allocation in the town and one of the largest growth areas in the Borough. When built out it will consist of a mixed use development containing approximately 400 new homes, a primary school and a new employment and retail district. The fact that growth will come forward over a long period of time, across multiple sites and in a sensitive location requires a cohesive approach which binds these elements together.

23.165 The development will deliver socially inclusive communities, particularly genuinely affordable homes, sustainable energy infrastructure to address climate change (contributing to the Authorities' response to the Climate Emergency and need for decarbonisation) and creating walkable neighbourhoods and enhanced cycling provision. There is a need to bring forward a Masterplan for the area which delivers the following:

- around 400 homes
- A primary school;
- 5ha of new employment land
- New retail provision; and
- A network of green spaces, including the delivery of Suitable Alternative Greenspace (SANG) if required.

Policy SP25 - Delivering Growth at South East Tring

The Council will bring forward a series of comprehensively planned urban extensions to Tring in accordance with a Masterplan led approach and based on the Town and Country Planning Association (TCPA) Garden City Principles. The Masterplan will be prepared by the Council and adopted as an SPD but be prepared in collaboration with key partners and landowners and be subject to community and stakeholder involvement.

The Masterplan will be supported by Development Parcel Design Codes which will inform planning applications.

The Masterplan (and other supporting documents) will set out how the south and east Tring extensions will deliver the following:

1. distinctive, sustainable, high quality, successful new communities with a best approach to planning, design and management of the built and public realm.
2. achieves best practice in design to build in sustainable lifestyles, such as walkable neighbourhoods with local services and employment opportunities throughout the development.
3. beautifully and imaginatively designed homes, combining the best of town and country to create healthy communities.
4. a comprehensive green infrastructure network and net biodiversity gains which enhances the environment. The development will deliver local and strategic green infrastructure designed as accessible multifunctional space and maximise benefits such as wildlife, recreation, water management and includes opportunities to grow food.
5. promote sustainable travel choices by delivering an integrated and accessible development with walking, cycling and public transport prioritised as well as the transport outcomes detailed in the Berkhamsted and Tring Sustainable Transport Strategy.
6. an exemplar in sustainable living with a particular focus on reducing energy consumption as well as generating energy from renewable and low carbon sources and delivering other significant environmental enhancement to ensure climate resilience.
7. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan for Tring.
8. deliver all other site specific requirements set out in the proposed allocation(s) Tr01.

The Council will prepare the Masterplan for the South East Tring Growth Area and this will be adopted as an SPD. The Masterplan will be supported by Development Parcel Design Codes which will inform subsequent planning applications. These will be prepared in collaboration with key partners and landowners and be supported by community and stakeholder involvement.

KINGS LANGLEY DELIVERY STRATEGY

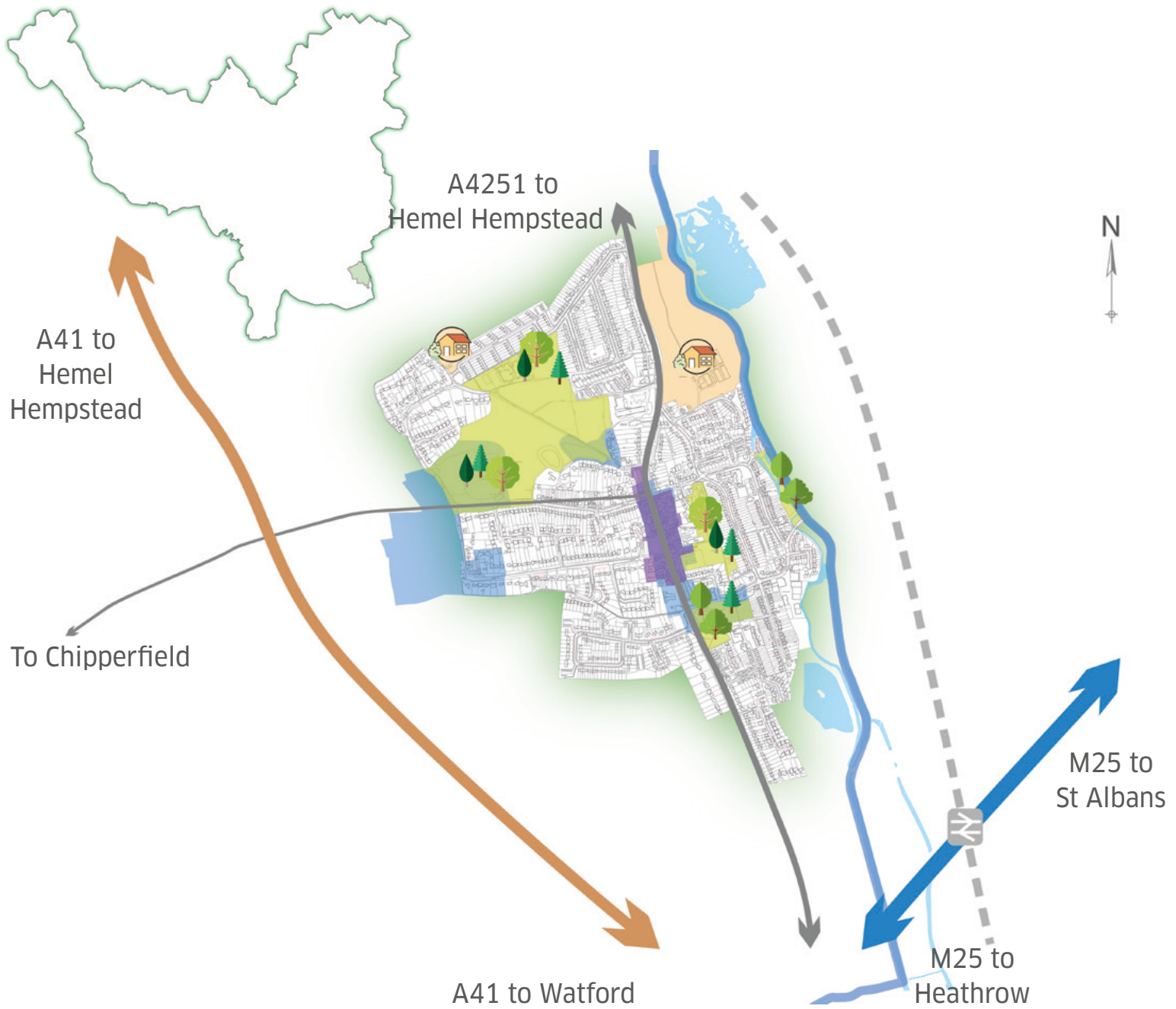


Kings Langley Delivery Strategy

Introduction

- 23.166** Kings Langley is a relatively large village, set in the Upper 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, benefits from a train station (in Three Rivers District) and good access to the wider strategic road network including the A41 and M25.
- 23.167** 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 area contains a local mix of office and industrial premises at Home Park, Station Road and Primrose Hill, the higher education facility of West Herts College (Kings Langley Campus), and Kings Langley mainline station. It has also been subject to new housing development in recent years. While this requires that the Council works closely with Three Rivers District Council to ensure that we have a consistent settlement-wide approach, we can only plan for the Dacorum part of the village.
- 23.168** The development strategy for Kings Langley is to provide growth broadly aligned to the settlement hierarchy, but recognising that the village is constrained by its:
- proximity to Hemel Hempstead to the north;
 - inter-relationship with the immediate urban area in Three Rivers and growth there;
 - congestion issues within the village centre and along the Watford Road; and
 - capacity issues with the M25/A41 to the south of the village.
- 23.169** However, Kings Langley should accommodate some growth. It is the only large village that has its own secondary school. The settlement has easy access to a mainline station, and is served by more frequent bus services, so is more sustainable from a transport perspective than Markyate or Bovington. The village has good levels of local employment (albeit chiefly in Three Rivers). A modest level of growth in Kings Langley will ensure that it does not overload local service capacity, will enable the delivery of affordable homes to meet local need, and will help with the viability of village services.
- 23.170** Kings Langley has no made Neighbourhood Plan against which to currently allocate and bring forward development, although one is being progressed. This will have an important future role in locally shaping growth in the village.

Key Developments in Kings Langley



Key	
	Landscaping
	Open space
	Conservation area
	Growth area
	New housing
	Town centre/Local centre
	GU canal, rivers Gade, Bulbourne & Ver
	Euston NW Railway
	Motorway
	Trunk roads
	Main roads
	Dacorum boundary

Development in Kings Langley

- 23.171** At least 275 homes will be provided over the period 2020-2038. The historic and built-up nature of Kings Langley means that there is limited scope for development on previously developed land in the settlement area. Nonetheless, there may be some opportunity for the latter through the reuse or redevelopment of existing buildings. An example of this being the former Royal Mail sorting office site which has been demolished to make way for a new care home complex on the corner of Langley Hill and High Street.
- 23.172** The bulk of the planned growth is to be met through a sustainable urban extension on greenfield land through the following Growth Area:
- Land at Rectory Farm (145 homes).
- 23.173** It is located at the northern end of the village and lies reasonably close to a primary and secondary school, recreational space and sports facilities, and the village centre. Rectory Farm is already part built-up with the former commercial buildings benefiting from an approved scheme for housing. The site has an important frontage with the Grand Union Canal (GUC) which will need to be carefully managed in terms of its environment and flood risk issues. The northern extent of the site will also need to be tackled appropriately to secure a soft edge to the village and limit the perception of coalescence with the Nash Mills area of Hemel Hempstead.
- 23.174** The County Council recognises that this site, is not of a sufficient scale to be able to deliver or secure much in terms of transport infrastructure or bus service improvements. However, enhancements to pedestrian and cycle routes to the station and access to bus services should be explored.
- 23.175** The M25 Junction 20 / A41 junction already results in extensive southbound congestion in the Kings Langley area. Development in the village and elsewhere in the Borough will potentially have an impact on network capacity. The junction will be subject to continuing modelling and assessment to help the Council, County Council and Highways England work towards measures to improve highway capacity. In the interim, and until these measures are identified and their effectiveness tested, the overall level of growth in Kings Langley should be limited.
- 23.176** While there are reasonable levels of employment available to the village, most of this is located in Three Rivers which this Council has no planning control over. The Plan therefore, identifies the long-established employment area off Church Lane (Sunderland Yard) as a new employment area for the village which will be safeguarded as an important source of local jobs. The Employment Land Availability Assessment Study 2017 recognised that this site was well used and suitable for local businesses.
- 23.177** The local shopping and service role of the village will be maintained, as it serves as an important gateway into Kings Langley, Hemel Hempstead and the wider Borough. The centre also provides for wider community services that need to be safeguarded, and where relevant, expanded. Developments and uses that would promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops retained.
- 23.178** The village is soon to benefit from a new care home complex which will add to the range of accommodation in the village centre and will allow the existing GP surgery to relocate from its existing site into a purpose built ground floor premises.
- 23.179** New development will need to offset its pressure on local infrastructure in the village. This will be sought, as appropriate, through direct on-site provision or via off-site contributions to improvements and upgrades (see planning requirements to the proposals schedule below). In particular, Rectory Farm offers opportunities to deliver a package of housing and community benefits, including new green space provision and enhancements to existing infrastructure along the Grand Union Canal to make it more accessible to members of the public.

Delivering Growth in Kings Langley

23.180 The Local Plan makes detailed **site specific allocations** for growth in the village which can be found in Policy SP26 - Delivering Growth in Kings Langley and in the Proposals and Sites schedule.

Policy SP26 - Delivering Growth in Kings Langley

The overarching priority for Kings Langley is:

1. **Housing Delivery:** At least 274 dwellings will be delivered over the Plan period. The contribution of all sources of housing supply for Kings Langley are shown in the following table:

Table 40

Category	Number of Dwellings
Known Commitments (April 2020)	71
Local Plan Strategic Allocations	155
Windfall sites	48

2. **Growth Areas:** The following table shows how new growth will be distributed in Kings Langley. Development of these sites will be supported where they are in accordance with the specific policy requirements (Kings Langley Allocations), and relevant local and national policies.

Table 41

Growth Area	Allocation type	Principally allocated for
KL01 - Coniston Road	Residential led	Around 10 dwellings, with public open space.
KL02 - Rectory Farm	Major urban extension	Around 145 dwellings; and public open space.

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for Kings Langley. Proposals for new development in these locations will be supported where they accord with relevant local and national policies.

Table 42

Renewal Area	Allocation type	Key Policies
KL03 - Sunderland's Yard, Church Lane	General Employment Area	Policy DM16 - General Employment Areas
KL04 - Kings Langley High Street	Local Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy DM19 - Mix of uses in Town, District and Local Centres

The Council will bring forward Design Codes for the Growth Areas. These will be prepared jointly by the Council and by Parcel Developers, with community engagement and will need to be in accordance with the Plan and supporting guidance as a whole.

BOVINGDON DELIVERY STRATEGY



Bovingdon Delivery Strategy

Introduction

- 23.181** 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).
- 23.182** 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 popular Saturday and Bank Holiday markets, and provides employment opportunities within the film and television industry. The village has also seen the broadening of the type of accommodation available to residents through the delivery of a new retirement complex (McCarthy and Stone) on Hempstead Road.
- 23.183** The development strategy for Bovingdon is to provide growth broadly in accordance with the settlement hierarchy, recognising its more distant location from high order centres such as Hemel Hempstead, and the constrained nature of some of its services and facilities, including the existing primary school and less frequent public transport services. The focus for development in Bovingdon will be to:
- Provide new market, affordable and other forms of housing.
 - Deliver new infrastructure, including new public open space and flood alleviation measures.
- 23.184** Bovingdon has no made Neighbourhood Plan against which to currently allocate and bring forward development, although one is being progressed. This will have an important future role in locally shaping growth in the village, including addressing some of the known issues associated with congestion on the High Street.

Key Developments in Bovingdon



Key

- Open space
- Conservation area
- Growth area

- Town centre/Local centre
- Trunk roads
- Main roads
- New housing

Development in Bovington

- 23.185** At least 240 homes will be provided over the period 2020-2038. The compact and built-up nature of Bovington limits opportunities for development on previously developed land in the settlement area. Nevertheless, there is scope for some of the latter through the redevelopment opportunities on the High Street and on the former Bobsleigh Hotel to the north east of the village. In addition, land is allocated within the village for 40 Homes on a site off Chesham Road and adjacent to the prison site (Bv02).
- 23.186** However, most of this growth is to be accommodated through a sustainable urban extension on a greenfield site on the village edge:
- Land at Grange Farm (150 homes)
- 23.187** There are no designated employment sites in the village, although important sources of local employment include the former Bovington Brickworks and HMP The Mount, both located outside the village boundary. While the brickmaking operation has ceased, the Council wishes to safeguard employment opportunities in this location. There are proposals already in place to expand the commercial activities, albeit constrained by its location in the Green Belt and tied to environmental enhancements/restoration of the site.
- 23.188** The local shopping and service role of the village will be maintained, especially as it has an important role in meeting the daily shopping needs of surrounding smaller rural settlements such as Chipperfield and Flaunden. The centre also provides for wider community services that need to be safeguarded, and where, relevant expanded. Developments and uses that promote the vitality and vibrancy of the local centre will be encouraged and a minimum level of shops retained. The village has recently benefited from the provision of a new Tesco Metro store on the edge of the centre.
- 23.189** New development will need to offset its pressure on local infrastructure in the village. This will be sought, as appropriate, through direct on-site provision or via off-site contributions to improvements and upgrades (see planning requirements to the proposals schedule below). In particular, land on the High Street (linked to proposals at Grange Farm) offers opportunities to deliver a package of housing, parking and community benefits (see section below).
- 23.190** The Council has been working in conjunction with the Parish and County Council to explore the feasibility of bringing forward development on public owned land centred on key community buildings and associated land on the High Street. Such a proposal has the benefits of achieving a number of outcomes:
- the village centre could gain much needed parking and new community facilities;
 - the Bovington Primary Academy School could be relocated to a greenfield site (linked to the allocation at Grange Farm) to provide a purpose-built and enlarged 3FE school;
 - land would be freed up in the High Street for housing;
 - improvements would be secured to the quality of the urban environment/public realm in the village centre; and
 - the scheme could deliver an enhanced green space and play area for the village.
- 23.191** The Council has considered the redevelopment potential of this site, including whether a larger scale of growth for Bovington could viably assist with delivering such improvements. Evidence to date has demonstrated that such an option is currently not viable and therefore not deliverable in the plan period. The Council will continue to explore options in relation to this, including working with Bovington Parish Council and the Neighbourhood Plan steering group to identify possible solutions.
- 23.192** Bovington Airfield lies to the north western edge of the village. The main airfield continues to attract a range of authorised and unauthorised uses which brings with it benefits and problems for the village, particularly in relation to noise and traffic.

- 23.193** The Plan does not support any significant changes to the nature of land uses operating from the airfield or its role in meeting the development needs of the Borough or village. Such changes could have fundamental implications for the character and functioning of the village. However, it will support the principle of film and television production there subject to normal Green Belt considerations (see 'Policy DM40 - Bovingdon Airfield').
- 23.194** While the Council recognises the importance of existing key uses operating from the airfield, it will continue to apply Green Belt policies in order to maintain its general open character, safeguard local amenity and to constrain the scale, frequency and nature of activities that take place. Wherever appropriate, the Council will take enforcement and other actions to control and remove unauthorised and inappropriate uses, particularly in relation to noise nuisances.
- 23.195** The airfield accommodates an air traffic navigation beacon. The area surrounding the beacon will need to be safeguarded from development. The Council will also pay careful attention to the height restrictions over the remainder of the safeguarding zone in consultation with the Civil Aviation Authority.
- 23.196** The Council will support environmental improvements and appropriate restoration of the airfield, if opportunities arise. National Green Belt policies will apply to the ancillary buildings historically associated with and located in adjoining countryside away from, the main airfield.

Delivering Growth in Bovingdon

- 23.197** The Local Plan makes detailed **site specific allocations** for growth in the village that can be found in Policy SP27 - Delivering Growth in Bovingdon and in the Proposals and Sites schedule.

Policy SP27 - Delivering Growth in Bovingdon

The overarching priority for Bovingdon is:

1. **Housing Delivery:** At least 241 dwellings will be delivered in the plan period. The contribution of all sources of housing supply for Bovingdon are shown in the following table:

Table 43

Category	Number of Dwellings
Known Commitments (April 2020)	27
Local Plan Strategic Allocations	190
Windfall sites	24

2. **Growth Areas:** The following table shows how new growth will be distributed in Bovingdon. Development of these sites will be supported where they are in accordance with the specific policy requirements (Bovingdon Allocations), and relevant local and national policies.

Table 44

Growth Area	Allocation Type	Principally allocated for
Bv01 - Grange Farm	Major Urban Extension	Around 150 dwellings, with public open space; and Safeguard three hectares of land for future education use.

Growth Area	Allocation Type	Principally allocated for
Bv02 - Chesham Road/ Molyneaux Avenue	Residential led	Around 40 dwellings, with public open space

3. **Renewal Areas:** The following renewal area is important to the delivery strategy for Bovington. Proposals for new development in this location will be supported where it accords with relevant local and national policies.

Table 45

Renewal Area	Allocation Type	Principally allocated for
Bv03 - Bovington High Street	Local Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy DM19- Mix of uses in Town, District and Local Centres

The Council will bring forward Design Codes for the Growth Areas. These will be prepared jointly by the Council and by Parcel Developers, with community engagement and will need to be in accordance with the Plan and supporting guidance as a whole.

MARKYATE DELIVERY STRATEGY



Markyate Delivery Strategy

Introduction

23.198 Markyate is a relatively large village set in the north of the Borough. The village contains a modest range of local services and facilities that also serves the nearby village of Flamstead and the adjoining rural area. The village has good links to the nearby settlements of Luton/Dunstable to the north west and St Albans/Harpenden to the south east via the A5183.

23.199 The Plan does not see Markyate accommodating significant levels of development given:

- it is smaller, less sustainable and with a more restricted range of services and facilities than the larger villages of Bovington and Kings Langley;
- the Area of Outstanding Natural Beauty to the north, west and south and the close proximity of the A5183 along the eastern edge of the village both constrain outward expansion of Markyate;
- it has seen relatively high levels of development recently compared to the other larger villages with the completion of a greenfield allocation to the north of the village (40 homes) and redevelopment of former industrial premises in the village (79 homes); and
- the local road network is constrained and the village centre suffers from congestion and on-street parking problems.

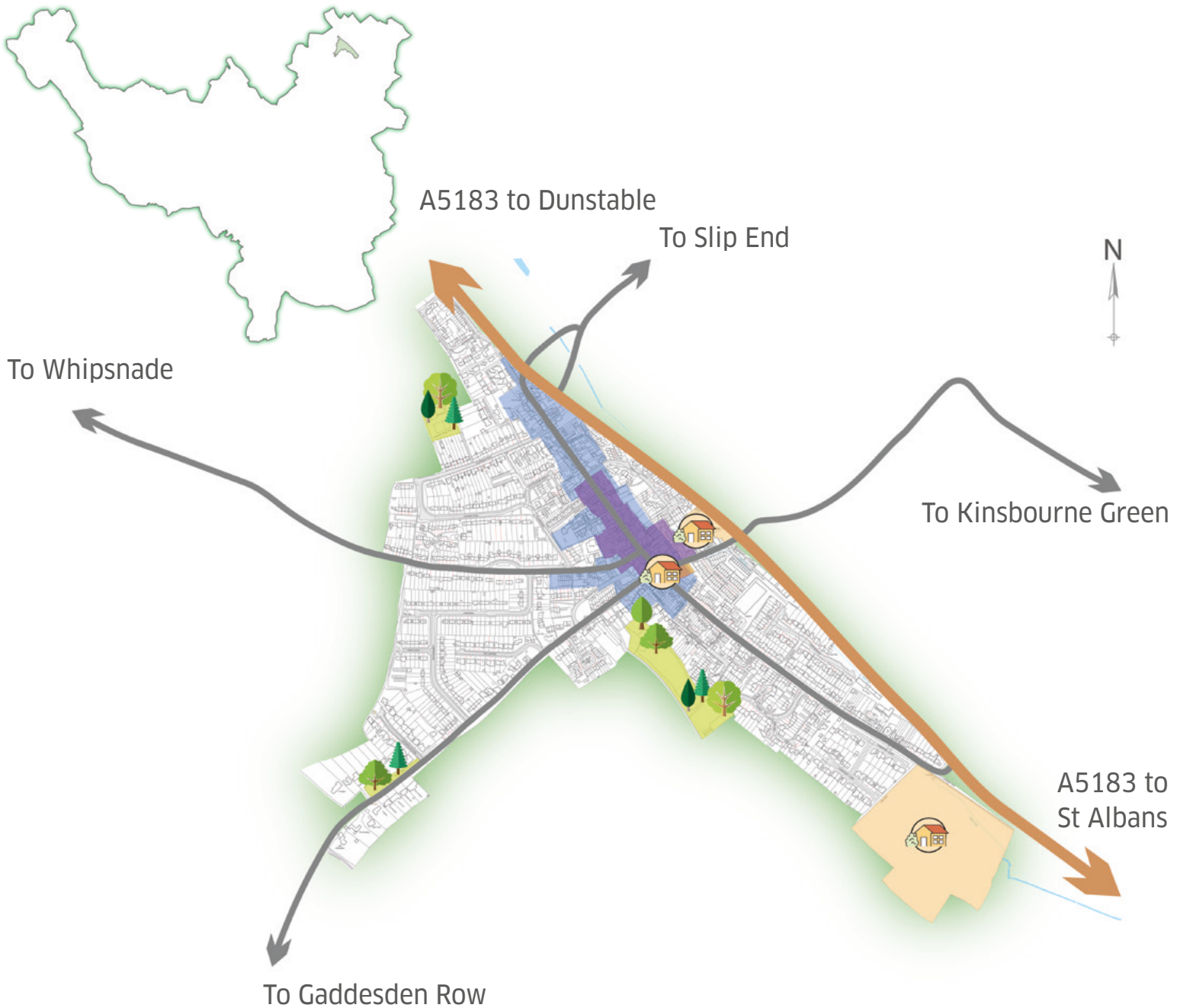
23.200 However, a modest level of growth in Markyate in accordance with the settlement hierarchy will ensure that existing infrastructure is able to support the proposed development. It will also be of a sufficient scale to provide enough homes to diversify the existing housing market and meet local need, provide new opportunities for existing residents and to help with the viability of village services.

23.201 The focus for development in Markyate will be to:

- provide new market, affordable and other forms of housing;
- deliver new infrastructure, primarily new green/recreational space.

23.202 There is no made neighbourhood plan in place to bring forward allocations.

Key Developments in Markyate



Key



Landscaping



Open space



Conservation area



Growth area



New housing



Town centre/Local centre



GU canal, rivers Gade, Bulbourne & Ver



Trunk roads



Main roads

Development in Markyate

- 23.203** At least 215 homes will be provided over the period 2020-2038. The compact and built up nature of Markyate limits opportunities for development on previously developed land in the settlement area. However, there is scope for some of the latter through the redevelopment and conversion of buildings in suitable locations.
- 23.204** The key opportunity for growth will be through a sustainable urban extension on greenfield land off London Road (150 homes) on the southern village edge. This strategic site is located away from the Chilterns AONB which will help protect its immediate landscape setting and character. Nevertheless, the scheme will require the retention and enhancement of landscaping and the careful siting and design of development given the site's valley-side location. Such factors will also apply to addressing flood risk issues where the River Ver crosses the site on the frontage to London Road.
- 23.205** The strategic site is of a limited scale to be able to deliver or secure much in terms of transport infrastructure improvements or bus service improvement, but junction improvements to London Road will be a priority. The County Council recommends that this should not prevent exploring opportunities to improve London Road and High Street for walking and cycling, although on-street parking and other constraints may potentially limit options.
- 23.206** Markyate is the only large village with a designated employment area, albeit relatively modest in scale. It also benefits from several scattered sources of local employment outside of this location, especially southwards along the A5183. The Council has allowed the employment area to contract over time, recognising the overall benefits of providing opportunities for new homes and the potential for securing a care home in a central location within the village. However, some employment land (Sharose Court) should be retained in order to offer some scope for local jobs.
- 23.207** The local shopping and service role of the village will be maintained, especially as it has an important role in meeting the shopping needs of surrounding smaller rural settlements such as Flamstead, and needs to be safeguarded. Growth within the village can help in supporting and stabilising the viability and vibrancy of the village centre following its continuing decline in recent years. The redevelopment of the former employment area on Hicks Road has delivered extra parking for the village centre and the possibility of additional retail floorspace within the new commercial units.
- 23.208** New development will need to offset its pressure on local infrastructure in the village. This will be sought, as appropriate, through direct on-site provision or via off-site contributions to improvements and upgrades (see planning requirements to the proposal schedule below). Land on London Road offers the opportunity to deliver junction improvements on London Road/ A5183 to provide safer access for users, and provides opportunities for new open space provision in the village.

Delivering Growth in Markyate

- 23.209** The Local Plan makes detailed **site specific allocations** for growth in the village which can be found in Policy SP28 - Delivering Growth in Markyate and in the Proposals and Sites schedule.

Policy SP28 - Delivering Growth in Markyate

The overarching priority for Markyate is:

- Housing Delivery:** At least 215 dwellings will be delivered in the Plan period. The contribution of all sources of housing supply for Markyate are shown in the following table:

Table 46

Category	Number of Dwellings
Known Commitments (April 2020)	8
Local Plan Strategic Allocations	183

Category	Number of Dwellings
Windfall sites	24

2. **Growth Areas:** The following table shows how new growth will be distributed in Markyate. Development of these sites will be supported where they are in accordance with the specific policy requirements (Markyate Allocations), and relevant local and national policies.

Table 47

Growth Area	Allocation type	Principally allocated for
Mk01 - South of London Road	Major urban extension	Around 150 dwellings, with public open space
Mk02 - Corner of Hicks Road/ High Street	Residential led	Around 13 dwellings
Mk03 - Watling Street	Residential led	Around 20 dwellings

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for Markyate. Proposals for new development in these locations will be supported where they accord with relevant local and national policies.

Table 48

Renewal Area	Allocation type	Key Policies
Mk04 - Markyate High Street	Local Centre	Policy SP6 - Delivering the Retail and Leisure Strategy Policy DM19 - Mix of uses in Town, District and Local Centres

The Council will bring forward Design Codes for the Growth Areas. These will be prepared jointly by the Council and by Parcel Developers, with community engagement and will need to be in accordance with the Plan and supporting guidance as a whole.

COUNTRYSIDE DELIVERY STRATEGY



Countryside Delivery Strategy

Introduction

- 23.210** Dacorum's countryside covers 178 sq km set across varied landscapes including scenic plateaus and ridges, river valleys, and lowland vale (see table below Characteristics of small villages and hamlets). It supports a network of scattered small villages and hamlets. Many villages have a traditional appearance and heritage buildings which add to their appeal.
- 23.211** The countryside is valued for its rich historic heritage and attractive landscape. The Plan identifies the bulk of the countryside as a Protected Area in recognition of its high environmental qualities and where a more stringent approach to managing development will apply. However, within this broad zoning there is also a need to sustain land management, support rural enterprises and to allow people living in the villages an appropriate range of services and access to nearby towns.
- 23.212** 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, particularly on the urban fringe.
- 23.213** 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.
- 23.214** Given policy and environmental constraints, only modest levels of growth can be accommodated in the countryside. Indeed, the Settlement Hierarchy Study recognises that the countryside is the least sustainable location for new development due to the lack of facilities, poor accessibility and limited public transport infrastructure. Furthermore, the smaller settlements are generally more sensitive to change.
- 23.215** The Plan does not seek any fundamental change to the development strategy for the countryside. It will remain an area of development restraint in order to safeguard its intrinsic character, biodiversity and heritage assets, and key landscape features in accordance with its zoning as a Protected Area. The countryside is covered by the Green Belt and Rural Area policies which seek to limit the scope and scale of new development and use of land.
- 23.216** However, to ensure a prosperous rural economy and viable villages, appropriate and well located, small-scale development will be encouraged, subject to other environmental policies in the Plan. The Government continues to support changes to the planning system to expand the opportunities for modest levels of new build development and changes of use in the countryside.
- 23.217** There are no made neighbourhood plans to bring forward allocations. However, they may have an important role in the future in shaping local change in the countryside.
- 23.218** Around 514 new homes are expected over the plan period, chiefly through minor development on land previously used for agricultural buildings, small-scale infilling and affordable housing schemes on the edge of villages, and changes of use. New permitted development rights and more flexible national policy will help encourage these to come forward.
- 23.219** New housing will be focused on the selected small villages. The qualities of all settlements will be recognised and protected and new development will be guided by Conservation Area Statements, the Chilterns Buildings Design Guide and associated technical notes, and local initiatives such as village design statements. Over the lifetime of the Plan, new neighbourhood plans are likely to play a stronger role in steering development in the countryside and in village locations.

23.220 New homes will support rural businesses, local shops and village facilities that offer a diverse range of services to meet day to day needs. They can help provide much needed housing to meet local need, boosting the vitality of rural settlements and businesses, and offering opportunities to enhance the individual character of villages. In addition, some parish councils have been proactive in promoting the development of affordable housing schemes to provide homes for local residents.

Development in the Countryside

23.221 There are two existing designated employment sites in the Green Belt - Bovingdon Brickworks and Bourne End Mills. The Dacorum Employment Land Availability Study 2017 and South West Hertfordshire Economic Study Update 2019, recommends that they be retained for employment use.

23.222 Both are expected to expand during the plan period providing a modest contribution towards meeting the Borough's employment needs (Policy DM16 - General Employment Areas). A minor change in floor space is expected at Bovingdon Brickworks, following the conversion of an area previously used for brick making to industrial space. The employment area at Bourne End Mills will be extended towards the boundary with the A41. The Council will support environmental improvements at these locations to help reinforce new site boundaries and minimise their impact.

23.223 The approach to other employment uses on non-designated sites will be guided by other rural policies within the Plan. Support will be given to appropriate farm diversification schemes. The re-use of farm buildings will however be carefully controlled to ensure that they support the function of the farm unit, that additional traffic can be accommodated on local roads and they do not have a detrimental impact upon countryside character.

23.224 Dacorum continues to prove to be an attractive and varied location for ad hoc film and television recording. In particular, Bovingdon Airfield is locally unique in that it has been providing more regular opportunities for such production to take place. We wish to support this activity because of its local and wider contribution to the media industries. However, the airfield falls within the Green Belt and therefore it has to be carefully controlled within this constraint. This issue is discussed in more detail under Policies SP11 - Development in the Green Belt and DM40 - Bovingdon Airfield.

23.225 The National Planning Policy Framework (NPPF) recognises the importance of providing adequate overnight lorry parking facilities (paragraph 107). Local and national studies have also 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 regards to heavy freight movement and with it associated pressure for overnight lorry parking. Furthermore, the countryside often accommodates important transport services and facilities.

23.226 As a result, we are exploring with the landowner, the County Council and Highways England 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 (Growth Area Cy03). The proposal will help address Highways England's wider ambition to increase provision for lorry parking on the strategic road network. It will provide improved rest facilities in support of highway safety and dedicated parking to reduce unauthorised parking and associated public nuisance. The site is also part developed land and is strategically located close to Junction 9 of the M1. However, we recognise the difficulties of bringing forward such a proposal given its rural and Green Belt location and the importance of securing enhanced landscaping of and screening to the site.

23.227 Recreation and tourism within the countryside is important to the local economy and supports many small businesses. Plan policies will generally seek to support environmentally sustainable tourism and heritage conservation, and their contribution towards meeting the challenges of climate change. The potential for 'sustainable tourism' in the Chilterns is recognised and appropriate schemes that enable this will be supported. A range of visitor accommodation is already available including hotels and bed and breakfast accommodation.

- 23.228 As the urban population grows, visitor pressure on the countryside and key attractions such as the Ashridge Estate will increase. These 'honeypot' sites draw visitors from an extensive catchment area and will need to be protected by careful management, and be guided by the CAONB Management Plan and other relevant documents. The larger proposed strategic sites will enable higher levels of recreational space, and new country and destination parks to be created, easing pressure on sensitive biodiversity areas such as the Chilterns Beechwoods Special Area of Conservation. However, in the case of the Ashridge Estate, there may still be the need to explore the feasibility of mitigation measures with the National Trust to ameliorate the adverse effects of visitor pressure.

- 23.229 Land pressure within settlements often leads to sports facilities being located in the urban fringe, leading to the risk of light pollution, increased traffic generation, and the continuing urbanisation of sites. This, and the use of the countryside for sport, will be controlled through the Plan, to protect its tranquillity, rural character and natural environment. However, we are supporting the relocation of the playing pitches to Berkhamsted School's Haresfoot Campus on the edge of Berkhamsted (Growth Area Cy04) to allow development of Haslam Playing Fields (Growth Area Bk03) to proceed and to ensure no net loss of facilities in the town.

- 23.230 Within the countryside there are numerous areas with existing or high potential for heritage assets. Some are of national importance and require particular protection. All heritage assets affected by development should be subject to assessment and appropriate mitigation measures. Some rural practices, such as bio-fuel production and forestry, can damage archaeological features and their impact may therefore merit careful consideration.

- 23.231 The tranquillity of the countryside is important to biodiversity and part of its appeal to visitors. The impact of noise, light and visual intrusion from the main transport routes will be reduced through additional landscaping. Existing light pollution will be managed and not worsened through new development. Proposals to change aircraft routes, resulting in either more traffic flying over the Chilterns or flying at lower levels, will be opposed.

Table 49 Characteristics of small villages and hamlets

Landscape Type	Small Village	Hamlet
Chilterns		
Scarpfoot	<ul style="list-style-type: none"> • Aldbury 	
Valley Bottom		<ul style="list-style-type: none"> • Nettleden • Rucklers Lane • Pickett End • Bourne End • Great Gaddesden
Plateau / Ridge	<ul style="list-style-type: none"> • Potten End • Wigginton • Chipperfield • Flamstead • Little Gaddesden 	<ul style="list-style-type: none"> • Hudnall • Jockey End • Gaddesden Row • Flaunden • Ringshall
Boarcroft Vale (Beds and Cambridges Claylands)		
Lowland Vale	<ul style="list-style-type: none"> • Long Marston • Wilstone 	<ul style="list-style-type: none"> • Puttenham • Astrope

- The list does not include all villages and hamlets within Dacorum and is used to show examples of settlements that occur in each landscape type.

- Landscape type based on categorisation in the Chilterns Buildings Design Guide with the addition of a 'Lowland Vale' category.
- The difference between small villages and hamlets relates to the settlements' size and function. For the purposes of Policy SP12 - Development in the Rural Area, Little Gaddesden is not defined as a small village.

Policy SP29 - Delivering Growth in the Countryside

The Countryside is principally an area of development restraint but some modest growth will be accommodated.

1. **Housing Delivery:** Around 514 dwellings will be delivered in the Plan period. The contribution of all sources of housing supply for the Countryside is shown in the following table:

Table 50

Category	Number of Dwellings
Known Commitments (April 2020)	273
Local Plan Strategic Allocations	0
Windfall sites	241

2. **Growth Areas:** The following table shows how new development will come forward at key locations in the Countryside:

Table 51

Growth Area	Allocation Type	Principally allocated for
Cy01 - Upper Bourne End Lane/Stoney Lane (Bourne End Mills GEA Extension)	Extension to established employment land	1.1ha
Cy02 - Bovingdon Brickworks (Extension)	Extension to established employment land	0.3ha
Cy03 - Watling Street Truckstop, Flamstead	Transport	New/enhanced lorry park with associated facilities
Cy04 - Haresfoot Campus, Chesham Road, Berkhamsted	Replacement sports facilities	Replacement sports facilities for Berkhamsted School

3. **Renewal Areas:** The following renewal areas are important to the delivery strategy for the Countryside. Proposals for new development in these locations will be supported where they accord with relevant local and national policies.

Table 52

Renewal Area	Allocation Type	Key Policies
Cy05 - Amaravati Buddhist Monastery	Place of worship	Policy SP12 - Development in the Rural Area Policy DM64 - Community Facilities
Cy06 - Bovingdon Airfield	Established location for film and television production in the Green Belt	Policy DM41 - Bovingdon Airfield