

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** The strategy for Hemel Hempstead is aligned with our wider growth approach set out in the Hemel Garden Communities (HGC) programme. Following a bid to MHCLG's Garden Communities programme, Hemel Hempstead was successfully awarded 'Garden Town' status in 2019 alongside funding to help implement the proposal across both Local Authority areas.
- 23.7** The programme seeks to transform Hemel Hempstead into a 21st century town through ambitious development within and around the town. The programme is defined by exemplar place-making ambitions, that aim to create new vibrant neighbourhoods that are environmentally, socially and economically resilient and that support changing lifestyles and working patterns, and the delivery of priority infrastructure.
- 23.8** Over the Plan period (2020-2038), the authorities and key partners supporting the programme's delivery include Dacorum Borough Council, St Albans City and District Council, Hertfordshire County Council, Hertfordshire Local Enterprise Partnership (LEP), Herts IQ (which includes BRE, Rothamsted Research and the University of Herts) and The Crown Estate (as the major landowner).
- 23.9** The strategy focuses on the delivery of a minimum of around 10,600 homes in and around Hemel Hempstead, in Dacorum Borough, up to 2038. 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 City and District). Beyond 2038 there is an opportunity for at 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.
- 23.10** The growth and transformation of the town is guided by the Hemel Garden Communities Charter, including a mission statement and nine charter principles. These were developed to articulate both Councils' ambitions, and are based on Town and Country Planning Association (TCPA) Garden City Principles.

Key Developments in the whole of Hemel



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 Mill Railway
	Motorway
	Trunk roads
	Main roads
	Dacorum boundary

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Hemel Hempstead Housing

- 23.11** The Town will experience considerable growth and transformation over the Plan period. Hemel Hempstead will accommodate at least 10,600 new homes, almost 65% of the Borough's total forecast housing supply.
- 23.12** The main focus 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.
- 23.13** The remainder of Hemel Hempstead's housing development is provided through the North Hemel Growth Area which will deliver a linked and integrated sustainable urban extension on a greenfield site to the north of the town. Phase 1 (c.1,500 dwellings) is to be delivered to meet Dacorum's need up to 2038 with further land to be removed from the Green Belt to meet longer term needs (beyond 2038). A further 4,300 dwellings is to be released to the east of Hemel Hempstead in St Albans City and District to meet their needs (up to 2038) with a further 1,200 to meet longer term needs. In addition, c.55ha of employment land is to be provided to the East of Hemel Hempstead (known as the Hemel IQ Enterprise Zone) to meet the employment needs of the South West Herts Authorities but principally Dacorum and St Albans given the proximity of where the need arises.
- 23.14** When combined with the additional development to take place elsewhere within Hemel Hempstead, a total of 20,000 new homes is to be provided in and around the town up to 2050. It is essential that all these developments contribute towards delivering the wider transformation of the town.

Hemel Hempstead Employment

- 23.15** Hemel Hempstead is the main employment centre in the Borough and is home to a large number of local, national and international businesses.
- 23.16** Maylands Business Park on the eastern side of the town, next to M1 Junction 8, is Dacorum's principal employment area and is of sub-regional importance. 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. The Buncefield oil terminal is located to the east of the business park.
- 23.17** The Hertfordshire Innovation Quarter Enterprise Zone (Herts IQ) is a joint initiative involving both Dacorum Borough Council and St Albans City and District Council, with delivery led by the Hertfordshire Local Enterprise Partnership. Its aim is to attract a wide range of high value sectors linked to environmental technologies, such as off-site construction, 'agritech' and digital industries. The Herts IQ Enterprise Zone includes part of Maylands Business Park and the proposed 55 hectare East Hemel Hempstead employment site in St Albans District.
- 23.18** Two Waters and Apsley also contain a number of employment areas, including a high quality office campus at Doolittle Meadows close to Apsley station. 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). Similar losses have taken place elsewhere in the town. We have, therefore, 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)
- 23.19** 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. Within the town, 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 Enterprise Zone.
- 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 onto the East Hemel Hempstead site in St Albans City and District.
- Retaining and developing existing employment sites that meet longer term needs for office and industrial uses.
- Encouraging offices in the town centre, the 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).

23.20 Growth Area HH20 (6 ha.) is within the Herts IQ Enterprise Zone 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.

23.21 The General Employment Areas (GEAs) 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

23.22 Policy DM16 - General Employment Areas - shows which employment uses are acceptable on each GEA and also sets out planning requirements for each area.

23.23 Although offices are acceptable in principle on most of the GEAs and in the town, district and local centres, office development is not currently viable in Hemel Hempstead. Nevertheless, an element of offices will also 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)

23.24 Apart from the areas referred to above, new office and industrial development will generally be limited to existing employment sites.

Hemel Hempstead Retail

23.25 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 to include a pedestrianised area along Marlowes with an indoor shopping centre.

23.26 The growth at Hemel Hempstead, and across the rest of the district, 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 a growing role for leisure, food and drink and as a focus for community and social activity.

23.27 The town centre will continue to be:

- a high profile, sub-regional centre for shopping, 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 and food and drink, which acts as a community focus for the town.

23.28 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.

23.29 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.

Hemel Hempstead Movement

23.30 Hemel Hempstead will experience significant increases in housing and employment growth over the plan period and it is essential that the necessary 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.

23.31 To address these issues we are preparing, in partnership with St Albans and Hertfordshire County Councils, the Hemel Hempstead Sustainable Transport Strategy which will set out the strategy for delivering the transportation improvements required to support growth but to also deliver our longer term aspirations for modal shift. Key to this will be ensuring that genuinely convenient and high quality transport infrastructure is in place to minimise reliance on the private car.

23.32 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;
- provide substantial improvements in walking and cycling infrastructure across to facilitate modal shift;
- 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.

23.33 The Hemel Hempstead Sustainable Transport Strategy will be geared at 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 and with long term aspirations to deliver significant modal shift across the town. In addition to identifying four strategic corridors across the town it is to set out a series of interventions required to support growth in and around the town and to facilitate our longer term aspirations on modal shift. The interventions include the following:

- significant improvements to Junction 8 of the M1;
- a series of Multi-Modal Transport Interchanges serving Maylands and HGC
- Hemel Hempstead Eastern multi-modal transport corridor connecting the town and enhancing access to Maylands;
- a network of pedestrian and cycle routes promoting connectivity across Hemel Hempstead and to nearby settlements.

Hemel Hempstead Infrastructure

- 23.34** Given the scale of growth earmarked for the town a clear strategy for infrastructure delivery is required. In the case of Hemel Hempstead there will town wide 'strategic' requirements and those 'local' requirements specific to individual sites. Examples of 'strategic' infrastructure required for the town include the town wide sustainable transport strategy 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. Other strategic infrastructure requirements will be to offset the impact of growth on the Chilterns Beechwoods SAC and wider Ashridge Estate, be that through the provision of Suitable Accessible Natural Green Space (SANGs) or other solution to be agreed with Natural England.
- 23.35** 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 Hemel Garden Communities will be provided with new primary and secondary schools as an integral part of the development. It is expected that there will be a at least 3 2/3 fe primary schools and 2 secondary schools included in the Hemel North Growth Area and a secondary school is required in East Hemel (in St Albans City and District area) to meet Dacorum's needs.
- 23.36** 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 HGC.
- 23.37** 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.
- 23.38** 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.
- 23.39** 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 .
- 23.40** 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 Council's existing depot at Cupid Green will also need to be reviewed given the scale of growth proposed and a new facility will be required.

Hemel Hempstead Garden Communities and wider transformation

- 23.41** Hemel Garden Communities is a longterm, multi-organisation programme to deliver and sustain the transformation of Hemel Hempstead through growth and investment in the town. To deliver these aspirations Dacorum and St Albans have established the Hemel Garden Communities Delivery Board (HGADB) which operates within a framework set out in a Memorandum of Understanding (MOU).
- 23.42** The MOU provides a high level statement to collaborate on strategic issues between St Albans City and District Council, Dacorum Borough Council and Hertfordshire County Council. It seeks to secure high quality, sustainable development within the new communities and existing Hemel Hempstead as well as ensuring the delivery of the wider programme and project objectives. This is supported by the Governance Structure that sets out how the HGC Programme operates within the context of the statutory duties and Powers of the principal partners. Finally are the Terms of Reference and accompanying plans and workstreams in line with the Programme Mission Statement and Objectives defined in the Memorandum of Understanding.
- 23.43** The ambition is for both the Local Plan and Garden Communities programme to be as aligned as far as is possible but the timescale of each are not conducive. However, the former has a much longer time horizon and a vision platform which is more holistic than those of the Local Plan. The Local Plan will deliver those aspirations where practicable and deliverable. It will also ensure that the correct trajectory is set for the delivery of the longer term Garden Communities aspirations, embedding as many of the objectives and proposals as possible.
- 23.44** It's therefore important that the Local Plan aligns with several key workstreams of the Garden Community Programme. These include:
- The Hemel Hempstead Garden Communities Spatial Vision
 - The Hemel Hempstead Garden Communities Strategic Masterplan Guidance and Transformation Plan
 - The Hemel Hempstead Sustainable Transport Plan
 - The Hemel Hempstead Garden Communities Infrastructure Delivery Plan
- 23.45** The Spatial Vision will set the context for the Transformation and Strategic Masterplan Guidance which will then inform the development of the detail Masterplans and Design Codes being prepared.
- 23.46** These workstreams will run alongside the preparation of the Local Plan and will be embedded within the Plan as it develops, particularly where the outcomes have a clear spatial planning focus.
- 23.47** It is also important to recognise that whilst there are a number of unique aspects of the Garden Communities programme that are drawn out in the delivery strategy other policies in the Plan are also applicable to the development. This includes our wider aspirations on sustainability and climate change, design and placemaking, open space and affordable housing.

Hemel Garden Communities Vision

- 23.48** The Local Plan sets out an overarching vision for growth in the Borough, including a spatial interpretation for Hemel Hempstead. However, given the unique nature of the Garden Communities Programme (in its size and transformational aspirations) it is appropriate for the delivery strategy to develop some of the concepts further, including the visioning and objectives.

The Garden Communities mission statement:

"Supported by Garden City Principles, Hemel Garden Communities will take the best of the New Town heritage into the 21st century with over 15,400 homes and 10,000 jobs and Hertfordshire Innovation Quarter at its heart, anchoring the transformation of Hemel Hempstead and the wider area."

23.49 To support this the Hemel Garden Communities Charter sets out nine principles which set out the intentions for design, engagement and delivery; these are:

- Principle 1 – Connective Green Infrastructure
- Principle 2 – Transformative Mobility Improvements
- Principle 3 – Diverse Employment Opportunities
- Principle 4 – Vibrant Communities
- Principle 5 – Exemplary Design
- Principle 6 - Strong Corporate and Political Public Leadership
- Principle 7 - Empowering Communities
- Principle 8 - Innovative Approaches to Delivery
- Principle 9 - Active Local Stewardship

23.50 In addition to the Charter Principles the wider programme is being informed by the Town and Country Planning Association (TCPA) Garden Community Principles

The Spatial Vision

23.51 The Spatial Vision has developed the Charter and TCPA Principles and developed these further to provide a clearer set of objectives and outcomes for development within the Garden Communities. As a result **four core principles** have been developed:

1. **Green Routes and Places** - Hemel Garden Communities will be organised around a network of biodiverse green routes and places - spaces with purpose and meaning - which relate to Hemel's existing landscape character and to the ambitions of the New Town. Walking, cycling, and sustainable public transport will be central to the lifestyles of Hemel's communities.
2. **Distinctive Neighbourhoods** - Hemel Garden Communities will be made up of a series of neighbourhoods with distinctive urban, architectural and landscape characters, each providing an appropriate local level of facilities and amenities to support active communities. New and existing neighbourhoods will be integrated.
3. **A Sustainable Economy** - As a town that pioneers green technology and sustainable employment, Hemel Garden Communities will roll out a range of measures throughout its new communities, and wherever possible in established ones, that put sustainable development and green technology into practice locally with a particular focus on local supply chains and the circular economy.
4. **Culture in Communities** - In line with the original aspirations of the New Towns, arts and culture will play a strong role in the making of Hemel Garden Communities. These initiatives will be plugged in from day one, not only generating excellent artistic works and projects but also enabling conversations which celebrate and critique the place and how it changes as a key part of the process, connecting up what is currently disconnected.

The Vision

Hemel Hempstead will embrace new development and promote pride of place and heritage, taking forward the 1947 New Town Development Corporation motto 'Greater, Richer, More Beautiful'. The long-term strategy for the town is one of delivering transformational change by embracing its role as a Garden Town.

In doing so the town would have grown substantially through maximising previously developed sites across the town and through substantial urban extensions to the town to the East and North. The growth will have a focus on delivering a 21st century iteration of a New Town which integrates the Garden City Principles to creating one integrated town, with distinct and highly connected neighbourhoods.

Hemel Garden Communities will be made up of a series of distinctive, intertwined neighbourhoods joined up by a network of biodiverse routes and places that will support walking, cycling and public transport. It will be a place that is known for its economic and cultural focus on green technologies and 'thinking globally and acting locally' and also a place with an active and diverse culture. The identity of Hemel Garden Communities will be defined by the town's ancient origins as a chartered market town on the banks of the Gade and Bulbourne chalk streams, by the progressive landscape-led ideas that informed its 20th century transformation into a New Town, and by the latest thought and practice in delivering active, healthy, engaged and sustainable communities.

The town centre would have experienced significant growth in residential development and this would have further contributed to its regeneration. Whilst still a key location for shopping, its role would have evolved by attracting leisure and other activities appropriate to the town centre uses; its role as a key destination would have been strengthened as a result.

The town will provide greatly improved non-car based transport and movement for new and existing residents, workers and visitors as well as a better quality of life and prosperity for its residents and business community and a better experience for visitors. This will be delivered by the schemes contained in the Hemel Hempstead Sustainable Transport Strategy.

More business and employment opportunities will be available through the expansion of Maylands Business Park, primarily through the Herts Innovation Quarter Enterprise Zone. Community needs will be met. New schools will be built. New cultural, leisure and sports facilities will be delivered. A new cemetery and crematorium will also be provided to accommodate the needs of the town and the wider area; this will be located at Bunkers Park.

New buildings will incorporate energy efficiencies and low carbon technologies with development taking advantage of district heating or combined heat and power.

Turning the Vision into Reality

- 23.52** Hemel Hempstead is a diverse town with many complex and varied challenges. The issues facing the Town Centre will be vastly different to those in the neighbourhoods; those in Maylands will vary significantly to those challenges being grappled with in the Two Waters Area and all of these locations will have very different issues than those faced in the north and east Hemel Growth Areas.
- 23.53** The Spatial Vision is our attempt at providing an overarching framework for growth to take place but recognising the distinctiveness of Hemel Hempstead. Whilst the Spatial Vision looks to provide consistent visioning themes the visualisation of the Charter, TCPA principles and Spatial Visioning in each part of the town will look different as each individual development will deliver its own bespoke response to delivering on all of these.

- 23.54** This reflects the reality that a large number of sites coming forward will be in the urban area and on previously developed land whereas others will be through large scale Green Belt release. As a consequence no site will have a uniform set of development solutions contributing to the delivery of the vision for the town. Each part of Hemel will require slightly different policy interventions and different development sites will respond in different ways. The key issue for the strategy is that we ensure that the sum is greater than the parts and that cumulatively the growth delivers these wider transformational aspirations for the town.
- 23.55** As mentioned the Spatial Vision will provide the framework for further guidance that will be set out in the Strategic Masterplan Framework and Transformation Plan. These principles will then feed into detailed Masterplans and Design Codes that will be prepared for individual sites.
- 23.56** As these strategies develop alongside the Plan we will ensure that they are embedded into the Delivery Strategy.

Translating the Vision

- 23.57** Currently the work on the Spatial Vision is progressing and this has established **four core principles** that we believe flow through the all development proposals.
- 23.58** Sitting underneath each theme will be further principles that that will need to be encapsulated in development across the Garden Communities, whether that is small scale windfall development in the neighbourhoods, substantial redevelopment and high density schemes in the centre of Hemel or large scale Green Belt releases.
- 23.59** These elements are detailed throughout the Plan but some (not all) have been extracted out into the Delivery Strategy for clarity. These are not an exhaustive list and will be added to.

Delivering Great Places

- Detailed Masterplans and/or Design Codes for will be prepared for prescribed developments across Hemel Garden Communities.
- All development will be designed to contribute towards the delivery of TCPA Principles, HGC Charter principles, the four themes of the HGC Spatial Vision and high-level Strategic Masterplan and Transformational Plan prepared by the HGC Programme, as appropriate.

Sustainable Transport and Connectivity

- Development will contribute to our wider modal shift aspirations as well as seeking out opportunities to add to and/or improve the town's network of green infrastructure, walking and cycling routes, including strategic and local connections and a Quietway: connections into existing PRoW and green corridors within and into/out of Hemel Hempstead, to key destinations ensuring neighbourhoods are integrated and well connected.
- Development strengthens accessibility and movement along blue corridors including Grand Union Canal, River Gade and Bulbourne towpaths.
- Facilitate and/or contribute to the delivery of sustainable transport interventions across Hemel Hempstead as detailed in the Sustainable Transport Strategy, supporting the role and function of the strategic movement corridors (insert names), 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 wider modal share targets.

Local and District Centres

- Support the delivery of a network of vibrant local and district centres that are adaptive to needs and remain social, shopping, community and transport hubs that are integral to neighbourhoods (both new and existing).

- Promote our town centre as a vibrant and diverse hub for shopping, and other leisure uses as well as encouraging significant increase in residential development where it would not erode its main function as a commercial and leisure destination.
- Support a cultural renaissance in the town centre and other key sites in the town centre by delivering a net gain in art and cultural in developments.

The Environment, Biodiversity and Climate Change

- Delivering on the environment, biodiversity and climate change ambitions set out elsewhere in the Plan.

Stewardship

- All new strategic scale proposals need to include a strategy for long-term management and maintenance of community assets and public realm.
- Further guidance will be developed through the Transformation and Strategic Masterplan Guidance and then into detailed Masterplans and Design Codes that will be prepared at the individual site level.

23.60 It is important to note that schemes within the Hemel Garden Communities area will need to not just deliver on the aspirations laid out in the delivery strategy but also need to deliver the other policy requirements in the Plan, as set out in the Guiding Development chapter.

Site Specific Allocations

23.61 The Local Plan makes detailed site specific allocations for growth in the town which can be found in Policy SP14 - Delivering Growth in Hemel Hempstead and in the Proposals and Sites schedule.

Policy SP14: Delivering Growth in Hemel Hempstead

Hemel Hempstead is the focus for the majority of the Borough’s growth. The overall approach to the town is for growth to be focused on regenerating the Town Centre, Two Waters Opportunity Area, Maylands and the North Hemel Hempstead Growth Areas (phase 1 and 2). Growth will be comprehensively planned and coordinated through Masterplans and Design Codes.

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 specific policy requirements (Hemel Hempstead Allocations), and relevant local and national policies.

Table 32

Growth Area	Allocation type	Principally allocated for:
HH01 - North Hemel Hempstead (Phase 1)	Major urban extension	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)	Major urban extension - 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 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)		

All development in Hemel Hempstead should contribute towards the delivery of the Hemel Hempstead Spatial Vision, the Hemel Hempstead Framework Masterplan Guidance and Transformation Plan, detailed Masterplans and Design Codes, as appropriate.



Key Developments in North Hemel



Key	
	Landscaping
	Growth area
	Employment Area
	Potential school
	New housing
	New employment
	GU canal, rivers Gade, Bulbourne & Ver
	Euston M11 Railway
	Motorway
	Trunk roads
	Main roads
	Dacorum boundary

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Hemel Hempstead Growth Areas

- 23.62** The expansion of Hemel Hempstead to the north and east, when built out will consist of vibrant new mixed use neighbourhoods with a minimum of 11,000 homes, of which 3-4,000 will be affordable, and 10,000 new jobs. 8,000 of the 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.
- 23.63** The development will also deliver significant transport improvements in the wider area, including connections to St Albans and across Hertfordshire. This includes improvements to Junction 8 of the M1 and a major contribution towards the shift to sustainable modes through the development of a new strategic transport corridor from Hemel Hempstead Station to Maylands, public transport corridors to Park Street, St Albans Abbey Line station/St Albans City station, new multi-modal transport interchanges and improvements to the Nickey Line strategic walk- and cycle-way (a former railway line that links Hemel Hempstead, Redbourn and Harpenden).
- 23.64** The development will support the delivery of the Garden City Principles and the Hemel Hempstead Garden Communities Charter and 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, cycling provision, local food systems, and a hub for the use of sustainable construction methods in Herts IQ.
- 23.65** For clarity, the approach outlined in this Local Plan deals with those elements of the Hemel Growth Areas that are in Dacorum Borough.

North Hemel Growth Area (Phase 1)

- 23.66** The North Hemel allocation is divided into two phases. 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. The second, north easterly phase has been removed from the Green Belt as safeguarded land to meet longer term growth beyond the plan period.
- 23.67** Key issues/development requirements to be delivered and or addressed in North Hemel will be:
- around 1,500 homes in Phase 1 (including provision for older people);
 - new employment floors space and associated jobs;
 - new retail development;
 - a strategic sustainable movement corridor linking Leighton Buzzard Road in the west to Redbourn Road (within SADC) to the east;
 - provision of a new Household Waste Site and Council Depot;
 - primary schools;
 - secondary schools;
 - a district heating network;
 - Suitable Alternative Natural Greenspace (SANGS);
 - a network of green spaces.

North Hemel Growth Area (Phase 2)

- 23.68** Whilst we consider that further growth to the North of Hemel Hempstead is a sound spatial strategy the delivery of development within the Plan period is unlikely. As such, 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. The land will not be released for development until after the Plan period or we bring it forward through an early review of the Plan, in accordance with Policy SP9 - Monitoring and Review.

- 23.69** Our site specific policy for the development will be refined as part of that review but it will be governed by the overarching policies in this Plan and those for the North East Hemel Growth Areas. Other key issues to be addressed/delivered through that review include:
- around 4,000 homes;
 - new employment floors space and associated jobs;
 - a strategic sustainable movement corridor linking Leighton Buzzard Road in the west to Redbourn Road (within SADC) to the east;
 - primary schools;
 - secondary schools;
 - a district heating network;
 - SANGS;
 - new local centre hubs;
 - network of green spaces.

Joint Working with St Albans

- 23.70** Given the scale of the development and its position straddling our own and St Albans' District administrative areas, we have been working closely with them and aim to bring forward a single and comprehensive masterplanned solution for the area. This is also supported by Hertfordshire County Council, the Local Enterprise Partnership and the landowners.

- 23.71** Together we have established the Hemel Garden Communities Delivery Board (HGCDB) which operates within a framework set out in the agreed Memorandum of Understanding (MOU). This is intended to provide a high level statement to collaborate on strategic issues between ourselves, St Albans City and District Council (SADC), and Hertfordshire County Council (HCC). The MOU seeks to:

- secure a high quality, sustainable development within the new communities and existing Hemel Hempstead, in accordance with Town and Country Planning Association (TCPA) Garden City Principles;
- ensure compliance and consistency with relevant and emerging policies and guidance from Local to National level as well as the bid intentions;
- identify the key strategic issues and ensuing work streams that will have a bearing across the Programme and wider surrounding area;
- deliver Programme work streams within agreed deadlines to support the delivery of high quality, sustainable individual planning applications within the HGC area;
- establish the infrastructure needs of the Programme and explore the mechanisms and models for funding and delivery;
- identify the mechanisms within the planning process to ensure alignment with strategic programme aims and design quality of individual applications, such as Joint Planning Performance Agreements (PPAs), s106 Heads of Terms, design codes and supporting planning application documents; and
- align and prioritise strategic investment priorities in support of transformative and sustainable growth, and to champion collectively for the necessary funding.

- 23.72** This is supported by the Governance Structure that sets out how the HGC Programme operates within the context of the statutory duties and Powers of the principal partners. Finally are the Terms of Reference and accompanying plans and workstreams in line with the Programme Mission Statement and Objectives defined in the Memorandum of Understanding.

- 23.73** SADC and DBC agree that it will cooperate and collaborate with DBC 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;
- collaborate on the preparation of the Masterplan;
- secure a proportionate amount of infrastructure for Phase 1 East Hemel Hempstead ensuring that longer terms growth requirements are factored in to these, securing equalisation across the development as appropriate;

23.74 At the time of writing St Albans City and District Local Plan is at Examination in Public and the policy position for the East Hemel Hempstead allocations is included. Dacorum continue to believe that the expansion of Hemel Hempstead should be covered by a single overarching policy, with separate policies to deal with each phase. 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. The conclusions of which will be set out in respective Local Plans where relevant and possible.

Policy SP15 - Hemel Hempstead Growth Areas

Dacorum Borough and St Albans City and District will bring forward a series of comprehensively planned urban extension to Hemel Hempstead in accordance with a detailed Masterplan based on the framework masterplan and transformational plan guidance.

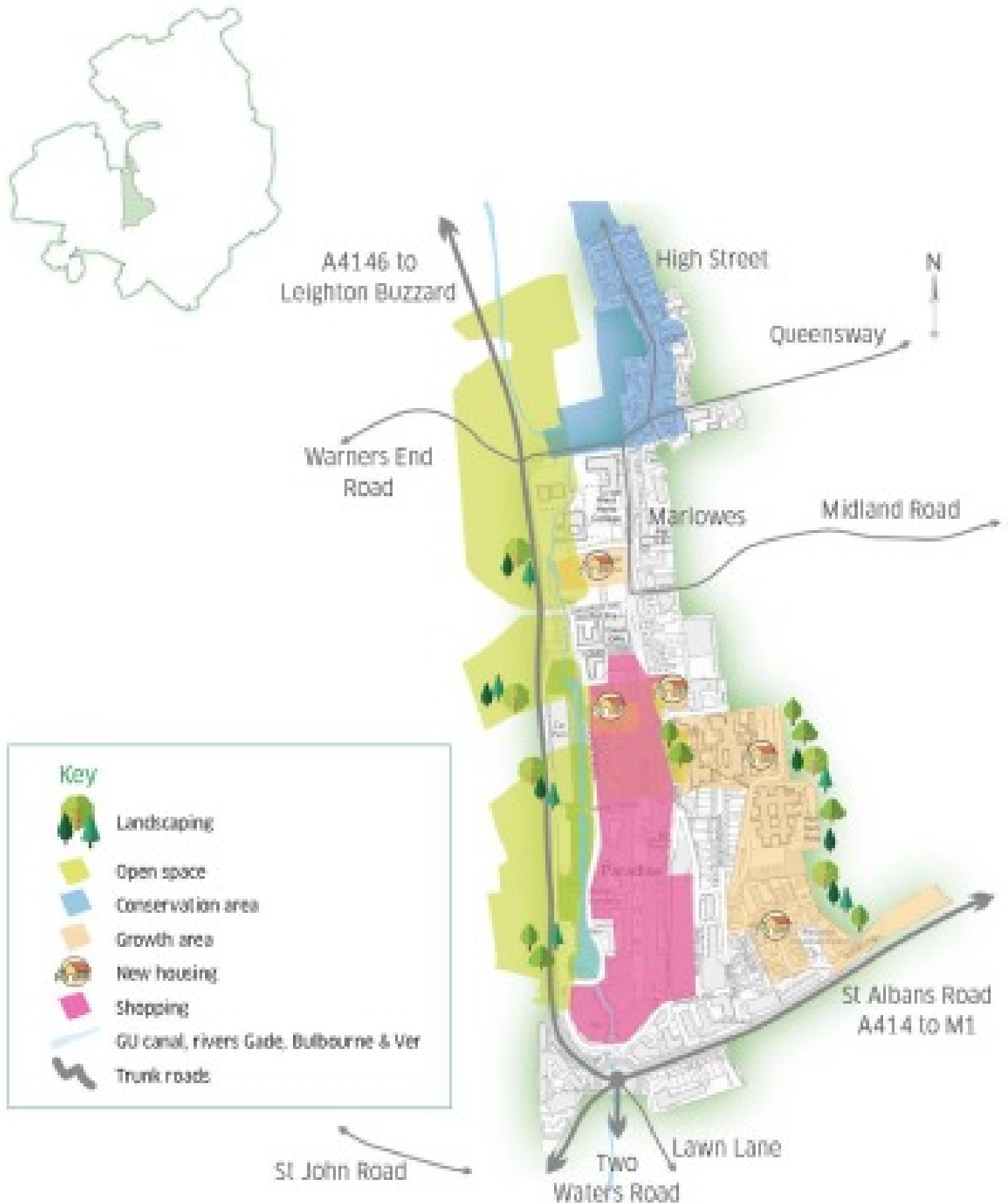
The Masterplan (and other supporting documents) will set out how the Hemel Hempstead Growth Areas will deliver the following:

1. high quality, sustainable development in line with the Spatial Vision, the Town and Country Planning Association (TCPA) Garden City Principles and the principles of the Hemel Garden Communities Charter;
2. delivers distinctive, sustainable, high quality, successful new communities with a best approach to planning, design and management of the built and public realm
3. achieves best practice in design to build in sustainable lifestyles, such as walkable neighbourhoods with local services and employment opportunities throughout the development.
4. beautifully and imaginatively designed homes, combining the best of town and country to create healthy communities.
5. contributes towards the delivery of transformational change of Hemel Hempstead;
6. the delivery of 55ha of employment land at the Herts IQ as well as a wide range of other employment opportunities elsewhere across the development and how this will support the wider area's economic and labour market transformation;
7. 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.
8. 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 Hemel Hempstead Sustainable Transport Strategy;
9. 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;
10. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan and the North and East Hemel Hempstead Infrastructure Delivery Plan;
11. a strategy for the long-term management and stewardship of community assets in the development, including the setting up of a HGC Stewardship Committee;
12. a mechanism for capturing and reinvesting a portion of the land value into the community;
13. deliver all other site specific requirements set out in the proposed allocation(s) HH01 and HH02.

The Council(s) will prepare a detailed Masterplan for the whole of the Hemel Hempstead Growth Area(s) 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.

DRAFT

Key Developments in Hemel Town Centre



Hemel Hempstead Town Centre

- 23.75** 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, Hemel Hempstead Library and local voluntary services, creation of a new bus interchange, public realm improvements, and refurbishment and extension of pedestrian routes which have delivered a pleasant and secure environment.
- 23.76** Marlowes and Waterhouse Street are significantly improved. There are good connections with the Old Town. A walkway and cycleway runs alongside the River Gade. Green links with Gadebridge Park, Two Waters Open Space, Paradise Fields and the Nickey Line have been enhanced. The restoration of the Water Gardens is admired and public art promoted.
- 23.77** The town centre faces considerable challenges as shopping patterns change. In response to this we have developed a strategy which will ensure the town centre remains the focal point for Hemel Hempstead and beyond providing shopping needs but also satisfies a much more diverse range of uses. The new Local Plan looks to continue with the strategy established in the Core Strategy but to evolve and expand elements. A continued focus will be on securing the role and vibrancy of the centre, with shopping remaining a central element. However, the strategy will also allow the diversification of uses to encourage other non retail uses, including: offices, leisure and entertainment, food and drink, cultural and hotel uses. 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.
- 23.78** 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 multi modal transport interchange;
 - improved links to the Two Waters Opportunity Corridor, Maylands Business Park, Hemel Garden Communities;
 - a better cycle and footpath network;
 - safeguarding office space;
 - reconfiguration of the Hospital site to deliver up to date health facilities and opportunity for a mix of other uses;
 - to promote improvements to the public realm;
 - to promote district heating system for the town centre;
 - new housing and other uses on the former Civic Centre site; and
 - residential-led redevelopment of the former Market Square and bus station site.
- 23.79** 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 SP16 - Hemel Hempstead Town Centre

All new development in the town centre area will be expected to contribute to securing its long term role as a shopping, leisure and employment destination. 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, encouraging an attractive evening economy, creating new offices, leisure, education and cultural facilities and significantly increasing residential development;
2. achieve best practice in design to build in sustainable lifestyles;
3. be 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 through the delivery of district heating and additional large-scale / high capacity renewable energy generation technologies;
4. enhance the public realm and open spaces across the Town Centre whilst encouraging increased height and densities throughout;
5. provide active frontages, apply a co-ordinated approach to building and streetscape design, use high quality materials to complement the existing palette and features, restore artwork and create new complementary pieces of public art;
6. secure a Multi Modal Transport Interchange within the centre, provide better east-west links for pedestrians, continue the riverside walk from the Plough Zone to Gadebridge Park and improve cycling provision;
7. meet relevant opportunities for the character zones within the town centre;
8. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan; and
9. deliver all other site specific requirements set out in the 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		New housing
	Open space		New employment
	Growth area		GU canal, rivers Gade, Bulbourne & Ver
	Employment Area		Trunk roads
	Town centre/Local centre		Main roads

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The Two Waters Opportunity Area

- 23.80** 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.
- 23.81** The Moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for recreation and biodiversity, whilst industrial land, large retail units and strategic high volume roads dominate the key gateways into the area, detracting attention from its character and restricting walking and cycling movement through the car-led environment.
- 23.82** 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.
- 23.83** 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 and this create a vibrant residential-led mixed-use area with an attractive sustainable gateway for the town at Hemel Hempstead train station. People will be well connected through convenient walking and cycling routes, and much improved public transport opportunities linking Hemel Hempstead train station to the town centre, Maylands Business Park and other key destinations.
- 23.84** Creation of an improved Multi Modal Transport Interchange (MMTI) and other improvements at the Station Gateway will encourage modal shift towards sustainable transport and assist with climate change mitigation. Proximity to the MMTI will provide improved connectivity for those who live and work in the area. 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.
- 23.85** The Plough Roundabout is an important gateway to the Town Centre. The public realm at 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. Development within the area will be expected to contribute to improvements of the public realm across the area with redevelopment opportunities enhancing the area as a gateway location and respecting the location next to the moor and Corner Hall residential area.
- 23.86** 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 multi modal transport interchange at Hemel Hempstead Railway Station;
 - a network of segregated pedestrian and cycle paths linking the area to the Town Centre and beyond.

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 education.

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 SP17 - 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 increases in height and density will be supported, taking advantage of the area's access to services, facilities and sustainable transport.

Housing and employment sites will be delivered in sustainable locations adjacent to public transport, alongside new infrastructure to encourage modal shift and measures to improve air quality. Development will also 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 highly sustainable location of the opportunity area but also respects the areas 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 areas economy;
3. a primary school and other community facilities;
4. significant sustainable transport infrastructure throughout the area connecting to a high-quality transport interchange at Hemel Hempstead Train Station;
5. a revitalised gateway for the town at Hemel Hempstead Train Station, with an improved railway station and facilities serving passengers, cyclists, pedestrians and the surrounding community, set within an attractive and legible public realm;
6. a network of improved pedestrian and cycle connections to key destinations including the town centre and the train stations at Hemel Hempstead and Apsley;
7. a network of enhancements to the public realm, green infrastructure (including moors and waterways), with improved connectivity and public access provided alongside protecting key wildlife habitats and natural heritage, including the setting and industrial legacy of the Grand Union Canal;
8. measures to reduce environmental pollution and improve air quality, particularly through the AQMA around London Road;
9. deliver the infrastructure requirements set out in the Dacorum Local Plan Infrastructure Delivery Plan and the Two Waters Opportunity Area Delivery Plan;
10. 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



GU canal, rivers Gade, Bulbourne & Ver



Motorway



Trunk roads



Main roads



Dacorum boundary

Maylands Business Park

- 23.87** A central element of the strategy for Maylands is to deliver on the Council's employment strategy. This seeks to address the key employment issues outlined earlier in the Plan.
- 23.88** A key component of the strategy will be the delivery of an expanded commercial area to the East of Maylands (in St Albans District) in the form of a new business park for the Herts IQ, alongside the existing Maylands Business Park. Herts IQ is Hertfordshire's Enterprise Zone, designated by the Government in April 2017. This is a joint initiative involving both Dacorum Borough Council and SADC with delivery being led by Hertfordshire Local Enterprise Partnership, and will deliver a range of facilities including flexible office and industrial spaces, as well as amenities serving the local community. Herts IQ will support the transformation of HGC and wider South West Herts through investment in infrastructure providing sustainable transport and mobility solutions, energy and innovative green technologies to promote clean growth, particularly in the Herts Innovation Quarter Enterprise Zone.
- 23.89** Planning in East Hemel Hempstead is further complicated by the need for close liaison with St Albans City and District Council to ensure that Maylands Business Park grows and fulfils its potential as a premier business location in Hertfordshire and the wider region. These issues have been explored in detail in previous sections of the Hemel Delivery Strategy.
- 23.90** Elsewhere in Maylands the strategy is to focus on regenerating the employment area to create a beacon for the town. The strategy focuses on creating 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 addition, other locations on the periphery of Maylands will also be encouraged to convert to residential development as the existing uses need to be relocated to meet the needs of the wider town. These are exceptions to the rule and will contribute to delivering the Council's very stretching housing requirement.
- 23.91** Development of Maylands will be based on regeneration of the existing area but expansions will be required. In addition to the land to the east of Maylands (up to the M1) which is being proposed for employment uses the Council will be making further employment allocations along Maylands Gateway.
- 23.92** Some facilities are very difficult to accommodate within the existing town boundary or are more sensibly located outside. These include a multi-modal transport interchange and waste management facilities. A key requirement for the area are improvements to the local highway network and Junction 8 of the M1 to support the wider growth taking place in the area. These are picked up elsewhere in the strategy.
- 23.93** 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 Enterprise Zone;
 - a new mixed use neighbourhood centre at the Heart of Maylands;
 - a new multi modal transport interchange (in St Albans District); and
 - to secure good pedestrian, cycle and bus connections with the existing and new neighbourhoods, community facilities and railway station.

POLICY SP18: Maylands Business Park

All new development in the Maylands area will be expected to contribute to securing its position as a high quality, vibrant and prestigious employment centre for the wider South West Herts area.

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, not undermine the particular role of the GEA as an employment and economic centre, 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;
2. support the delivery of the Hemel IQ Enterprise Zone to the East of Maylands, the delivery of a new multi modal transport interchange and a new sustainable transport corridor, working with St. Albans as appropriate;
3. support the delivery of other services and facilities that will enhance Maylands; role as a key commercial and business location;
4. deliver a mixed use centre in the Heart of Maylands to support residents and workers;
5. deliver new high quality business space along the Maylands Gateway;
6. deliver best practice in the siting, design and appearance of commercial development having particular regard to the importance of, building appearance, height, landscaping and streetscape;
7. deliver improvements to the Nickey Line, and seek out opportunities to improve walking and cycling throughout the business park;
8. where appropriate provide connections to development to the East (in St Albans District);
9. support targeted residential development on key sites;
10. deliver opportunities for development areas, and all other site specific requirements set out in the proposed allocations HH17 - HH20; and
11. deliver improvements to the public realm in accordance with the Maylands Public realm improvements.

Key Developments in the rest of Hemel



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

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The Rest of Hemel Hempstead

23.94 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.

23.95 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

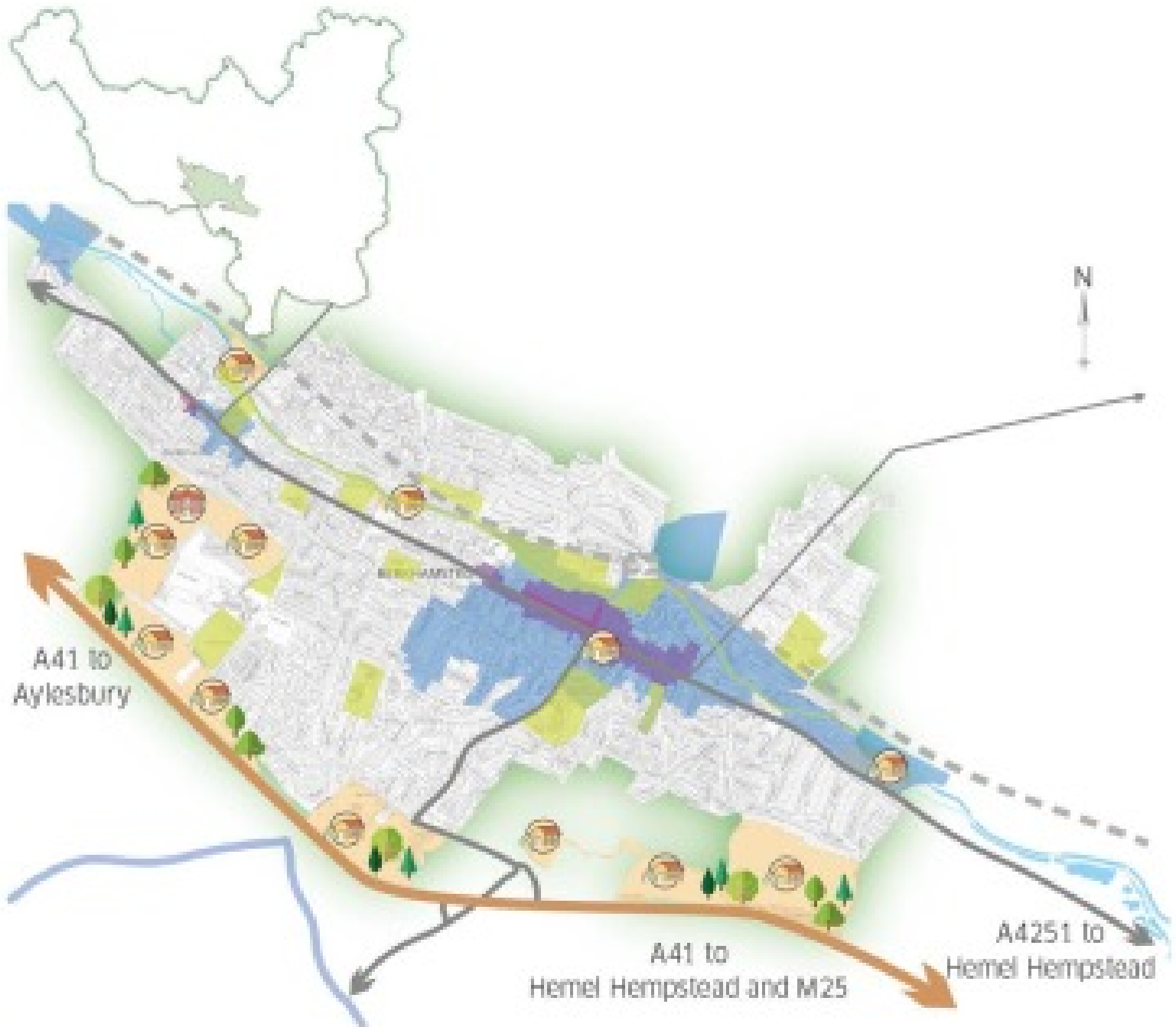


Berkhamsted Delivery Strategy

Introduction

- 23.96** Berkhamsted, including the urban area of Northchurch Parish, is a large historic market town and is the second largest settlement in the Borough.
- 23.97** 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.
- 23.98** 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.
- 23.99** 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.
- 23.100** 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.
- 23.101** 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.
- 23.102** 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 MKR Railway
	Trunk roads
	Main roads
	Dacorum boundary

Berkhamsted Homes

- 23.103** At least 2,200 homes will be provided in Berkhamsted over the period 2020-2038.
- 23.104** 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.
- 23.105** 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)
- 23.106** 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
- 23.107** 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.
- 23.108** 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.
- 23.109** 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.
- 23.110** 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).
- 23.111** 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.

23.112 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

23.113 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.

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

Berkhamsted Retail

23.115 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.

23.116 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.

23.117 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

23.118 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.

- 23.119** 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.
- 23.120** 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.
- 23.121** We have prepared the Berkhamsted and Tring 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.
- 23.122** 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.
- 23.123** 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

- 23.124** 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.
- 23.125** 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.
- 23.126** 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

- 23.127** The Local Plan makes detailed site specific allocations for growth in the town which can be found in Policy SP19 - Delivering Growth in Berkhamsted and in the Proposals and Sites schedule.

Delivering Growth in Berkhamsted

Policy SP19 - 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 the South of Berkhamsted

- 23.128** 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.
- 23.129** 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:
- 23.130** 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 SP20: Delivering Growth in South Berkhamsted

DBC 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 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 the West of Berkhamsted

23.131 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.

23.132 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:

23.133 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 SP21: Delivering Growth in the West of 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 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

- 23.134** Tring is a market town in the northwest of the Borough and is the third largest settlement in the Borough.
- 23.135** 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).
- 23.136** 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.
- 23.137** 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.
- 23.138** 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.
- 23.139** 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.
- 23.140** There is no made neighbourhood plan in place to bring forward allocations.

Key Developments in Tring



Key	
	Landscaping
	Green Area
	Conservation area
	Growth area
	Potential school
	New housing
	New employment
	Town centre/Local centre
	Mixed Growth Area
	GU canal, rivers Gade, Bulbourne & Ver
	Euston M11 Railway
	Trunk roads
	Main roads
	Dacorum boundary

Tring Homes

- 23.141** 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.
- 23.142** 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)
- 23.143** 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.
- 23.144** 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.
- 23.145** 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.
- 23.146** 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

- 23.147** 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.
- 23.148** 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

- 23.149** 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

- 23.150** 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.
- 23.151** 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.
- 23.152** 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.
- 23.153** 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.

- 23.154** We have prepared the Berkhamsted and Tring 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 the Local Plan.
- 23.155** 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.
- 23.156** 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.
- 23.157** 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

- 23.158** 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.
- 23.159** 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

- 23.160** The Local Plan makes detailed site specific allocations for growth in the town which can be found in Policy SP22 Delivering Growth in Tring and the Proposals and Sites Schedule.

Delivering Growth in Tring

Policy SP22 - 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

East Tring Growth Area

- 23.161** 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.
- 23.162** 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 SP23: Delivering Growth in East Tring

DBC 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 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.

South East Tring Growth Area

- 23.163** 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.
- 23.164** 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 SP24: Delivering Growth at South East Tring

DBC 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 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

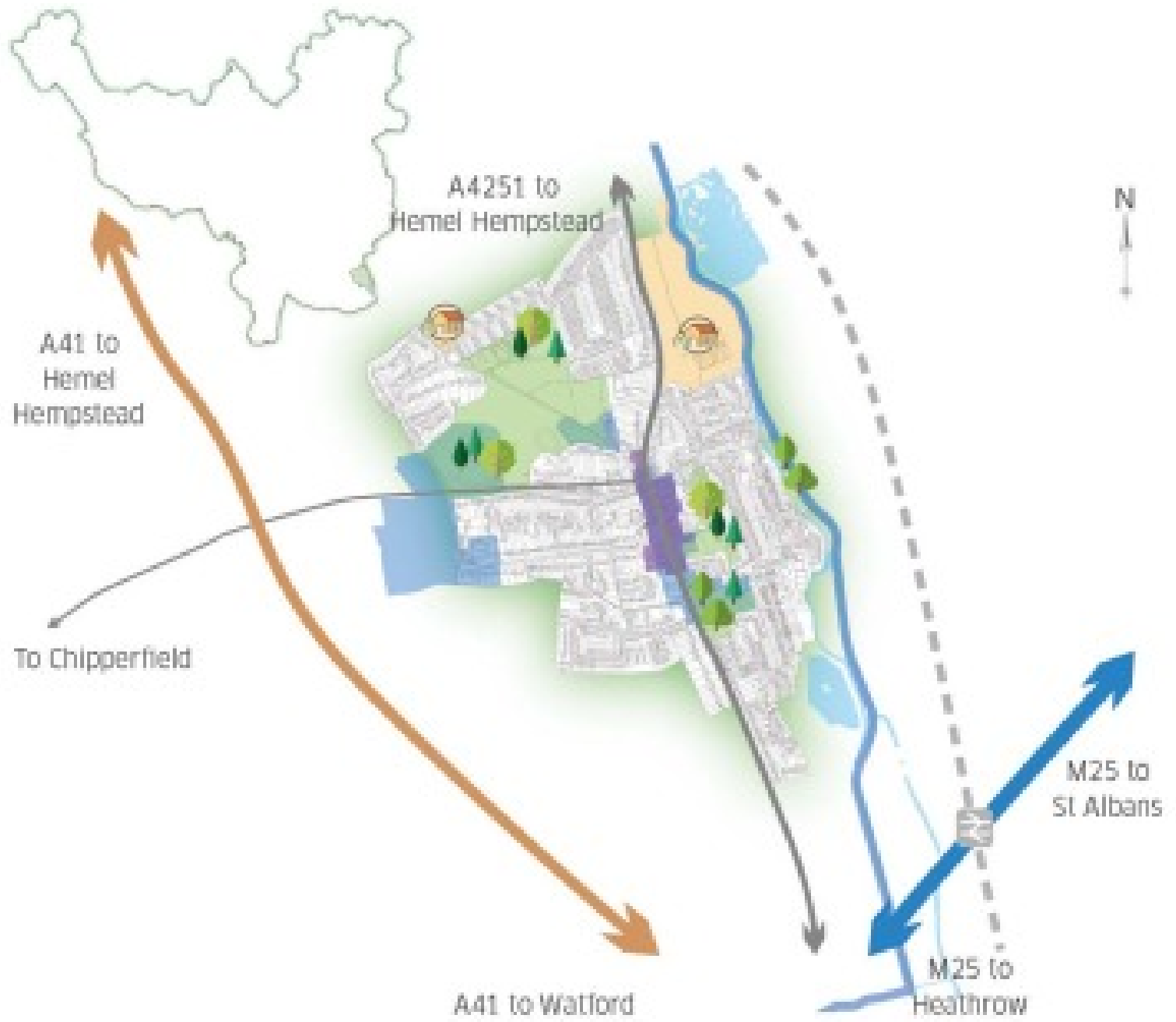


Kings Langley Delivery Strategy

Introduction

- 23.165** 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.
- 23.166** 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.
- 23.167** 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.
- 23.168** 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.
- 23.169** 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

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Development in Kings Langley

- 23.170** 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.
- 23.171** 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).
- 23.172** 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.
- 23.173** 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.
- 23.174** 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.
- 23.175** 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.
- 23.176** 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.
- 23.177** 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.
- 23.178** 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

23.179 The Local Plan makes detailed **site specific allocations** for growth in the village which can be found in Policy SP25 - Delivering Growth in Kings Langley and in the Proposals and Sites schedule.

Policy SP25 - 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

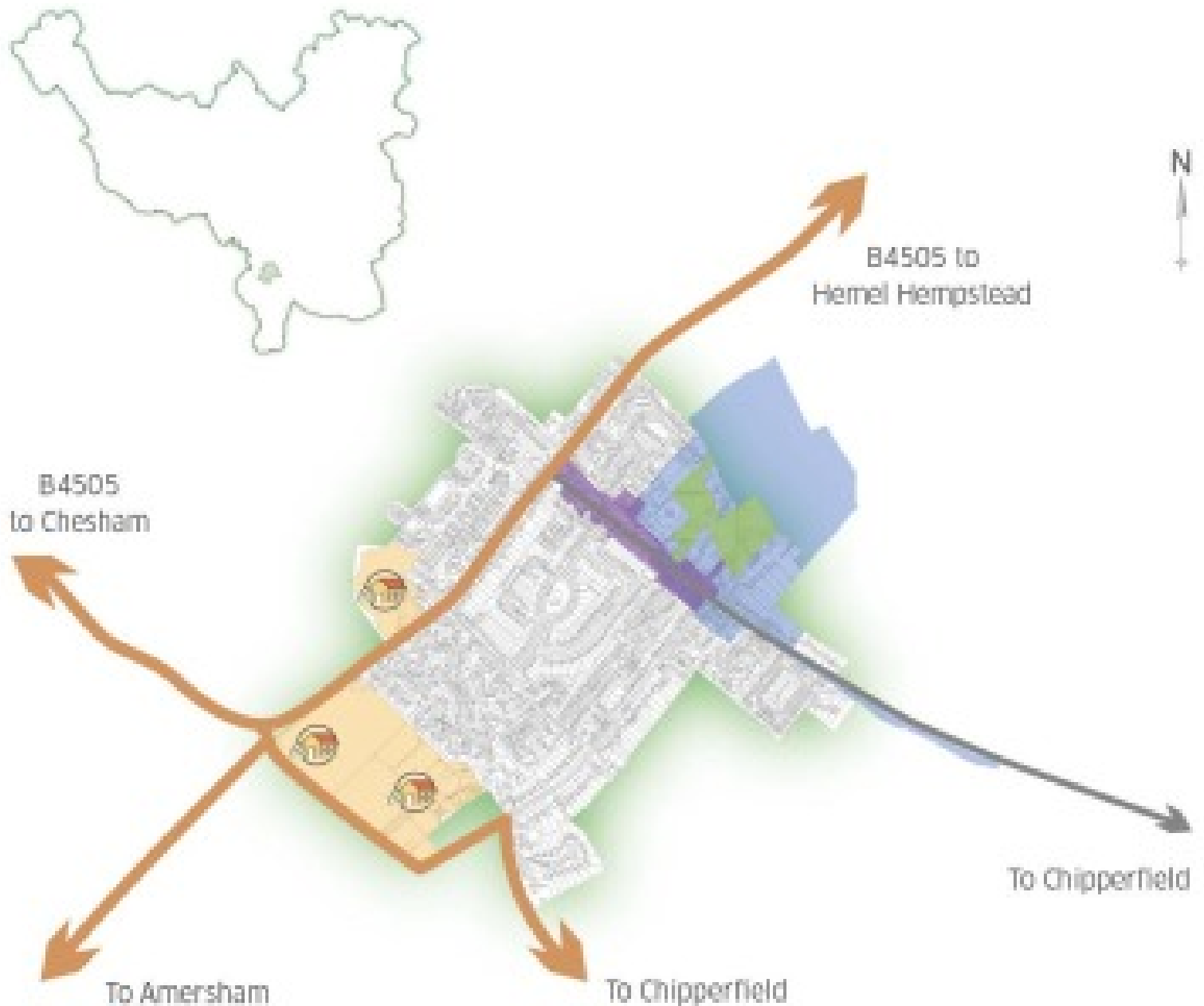


Bovingdon Delivery Strategy

Introduction

- 23.180** 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).
- 23.181** 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.
- 23.182** 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.
- 23.183** 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 Bovington



Key	
	Open space
	Conservation area
	Growth area
	Town centre/Local centre
	Trunk roads
	Main roads
	New housing

Development in Bovington

- 23.184** 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).
- 23.185** 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)
- 23.186** 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.
- 23.187** 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.
- 23.188** 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).
- 23.189** 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.
- 23.190** 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.
- 23.191** 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.

- 23.192** 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').
- 23.193** 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.
- 23.194** 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.
- 23.195** 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

- 23.196** The Local Plan makes detailed **site specific allocations** for growth in the village that can be found in Policy SP26 - Delivering Growth in Bovingdon and in the Proposals and Sites schedule.

Policy SP26 - 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

23.197 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.

23.198 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.

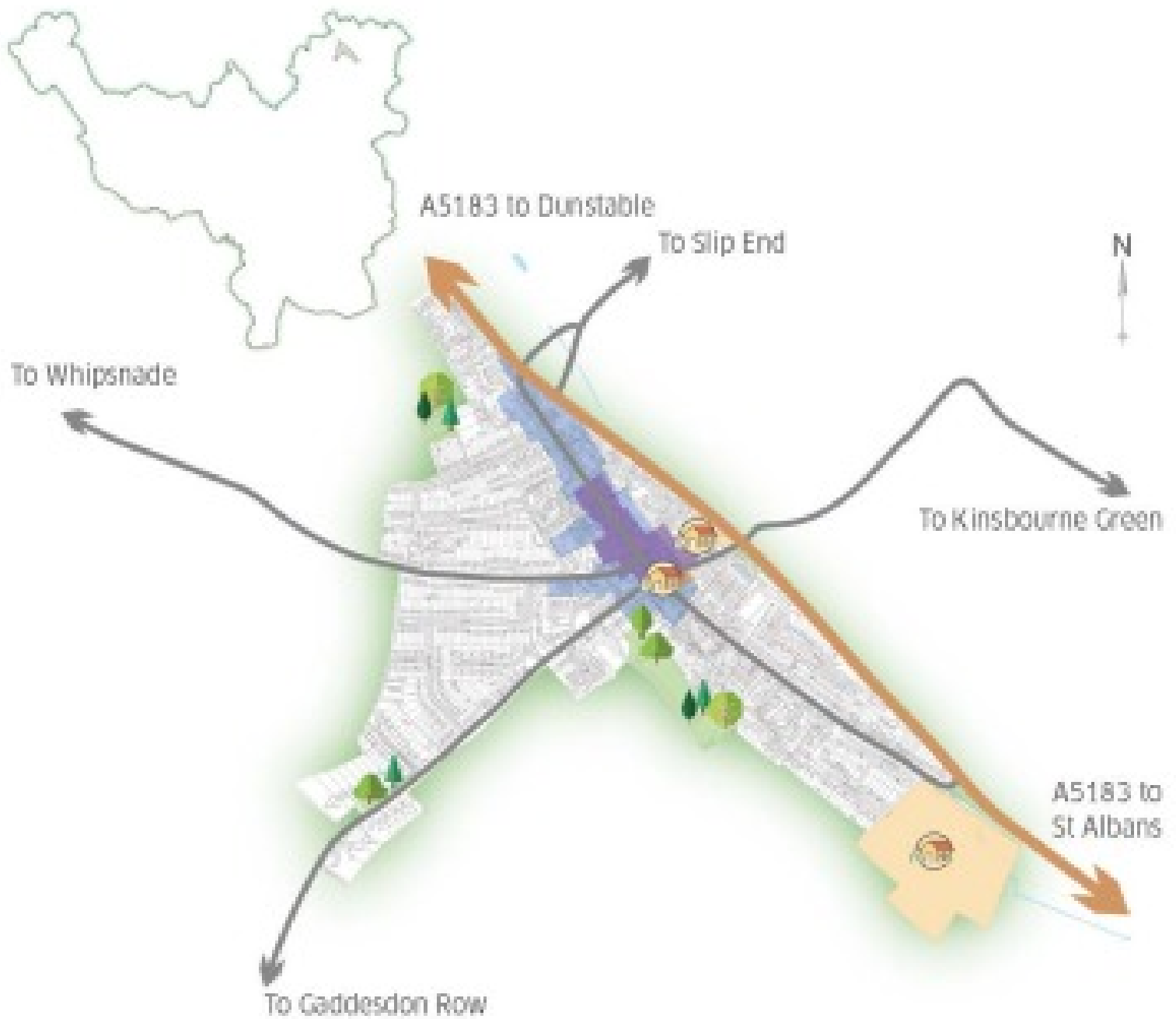
23.199 However, a modest level of growth in Markyate in accordance with the settlement hierarchy will ensure that existing infrastructure is able to support the proposed development. It will also be of a sufficient scale to provide enough homes to diversify the existing housing market and meet local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

23.200 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.

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

Key Developments in Markyate



Key



Landscaping



Green Area



Conservation area



Growth area



New housing



Town centre/Local centre



GU canal, rivers Gade, Bulbourne & Ver



Trunk roads



Main roads

Development in Markyate

- 23.202** 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.
- 23.203** 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.
- 23.204** 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.
- 23.205** 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.
- 23.206** 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.
- 23.207** 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

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

Policy SP27 - 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

- 23.209** 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.
- 23.210** 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.
- 23.211** 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.
- 23.212** 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.
- 23.213** 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.
- 23.214** 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.
- 23.215** 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.
- 23.216** 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.
- 23.217** Around 515 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.
- 23.218** 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.

23.219 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.

Supporting Development in the Countryside

23.220 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.

23.221 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.

23.222 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.

23.223 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 'Policy SP11 - Development in the Green Belt' and 'Policy DM40 - Bovingdon Airfield'.

23.224 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.

23.225 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.

23.226 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.

- 23.227 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.

- 23.228 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 tranquility, 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.

- 23.229 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.

- 23.230 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 SP28 - 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 360 dwellings will be delivered in the plan period. The contribution of all sources of housing supply for the Countryside are 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