

# APPENDICES

## Appendix 1 Useful Contacts

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### **Dacorum Borough Council**

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### **English Heritage**

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### **English Nature**

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## **Appendix 2 Further Reading**

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- Dacorum Borough Local Plan (1991 - 2011) Adopted April 2004
- The Hertfordshire County Structure Plan Review (1991-2011)
- Hemel Hempstead Town Centre Strategy (Appendix 7)
- Accessibility Zones for the Application of Car Parking Standards Supplementary Planning Guidance
- Hemel Hempstead Conservation Area Character Appraisal and Policy Statement
- Hemel Hempstead Vision 2021

## Appendix 3 Planning Policy

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### Key Development Plan Policies

#### Hertfordshire Structure Plan (April 1998)

The current Hertfordshire Structure Plan was adopted by the County Council in April 1998 and covers the period to 2011. The Council is currently undertaking a review of the Structure Plan with First Stage Consultation taking place in summer 2002. The Council undertook further consultation on a deposit set of draft policy alterations in Spring 2003, although this process had now been put on hold.

Key Policy Areas
<b>Sustainable Development</b>
Policy 1 - Sustainable Development
Policy 2 Design And Provisions Of Development
<b>Settlement Planning</b>
Policy 4 Town Centres
<b>Housing</b>
Policy 9 - Dwelling Distribution
<b>Business And Commerce</b>
Policy 16 - Retailing
Policy 17 - Location Of New Retail Development
<b>Transport</b>
Policy 25 - Car Parking Policies & Strategies
<b>Environmental Assets</b>
Policy 38 Critical Capital And Other Important Environmental Assets
Policy 39 The Water Environment
<b>Open space In Towns</b>
Policy 46 Open space in towns

#### Dacorum Borough Local Plan (April 2004)

The Dacorum Borough Local Plan was adopted on the 21st April 2004. The plan period coverage accords with the Hertfordshire Structure Plan and runs up until 31 March 2011. Whilst this is recognised as a long period it is anticipated that many of the proposals may remain relevant beyond this date.

The plan is to be considered in its entirety and although it is advised that where there is a conflict no one policy will “exclude or override” another, the policies forming the Development Strategy and Urban Structure will take precedent due to their strategic role. The development plan provides for most of the Boroughs detailed planning needs

#### Allocations / Designations

The site is designated as within the Town Centre. The site also abuts Hemel Hempstead High Street conservation area to its northern perimeter.

Key Policy Areas
<b>Sustainable Development</b>
Policy 1 - Sustainable Development Framework
<b>Development Strategy</b>
Policy 2 - Towns

Policy 9 - Land use division in towns & villages
Policy 10 - Optimising the use of Urban Land
Policy 13 - Planning Conditions and Planning Obligations
<b>Development Quality</b>
Policy 11 - Quality of Development
<b>Building Heights</b>
Policy 111 –Building Heights
<b>Retail</b>
Policy 38 - The Main Shopping Hierarchy
Policy 39 - Uses in Town Centres and Local Centres
Policy 40 - The Scale of Development in Town Centres and Local Centres
Policy 41 - New Shopping Development In Town Centres And Local Centre
Policy 42 - Shopping Areas In Town Centres
<b>Social and Community Facilities</b>
Policy 68 - Retention Of Social And Community Facilities
Policy 70 - Social And Community Facilities In New Developments
<b>Housing</b>
Policy 14 - Housing Strategy
Policy 15 - Retention of Housing
Policy 16 - Supply of New Housing
Policy 17 - Control over Housing Land Supply
Policy 18 - The Size of New Dwellings
Policy 20 - Affordable Housing
<b>Employment</b>
Policy 29 - Employment Strategy and Land Supply
<b>Leisure and Tourism</b>
Policy 72 - Land for Leisure
Policy 73 - Provision And Distribution Of Leisure Space In Towns And Large Villages
Policy 76 - Leisure Space in New Residential Developments
<b>Transport</b>
Policy 49 - Transport Planning Policy
Policy 51 - Development and Transport Impacts
Policy 61 - Pedestrian Movement
<b>Car Parking</b>
Policy 57 - Provision and Management of Parking
Policy 58 - Private Parking Provision

### **Hemel Hempstead Town Centre (including Old Town Centre) Strategy**

Dacorum Borough Council wishes to create and maintain a quality town centre environment through the promotion of development and investment within the centre.

It is noted within the Hemel Hempstead town centre strategy that the road network constricts circulation through the town and development should assist in the resolution of this in particular with regard to improving pedestrian routes.

The centre is split into natural zones, and the strategy for each is set on the underlying principles of understanding customer needs and customer care, flexibility in uses, maximising opportunities for environmental improvement and developing an integrated transport policy.

The subject sites fall within Zones 2 and 3.

Zone 2 is identified as the Civic, Educational and Professional, Housing. The potential redevelopment qualities of Zone 2 are noted within the Town Strategy, and the following initial recommendations for consideration are made:

- Further development of a lunchtime/evening economy
- Opportunity for increased housing
- An improved central library is required (although could be relocated)
- Potential to co-locate civic uses on one site to integrate services for public benefit
- Potential to rationalise floorspace to free up land for housing and commercial
- Build on proximity to old town Centre

Zone 3 address the Market area located between Combe and Bridge Street. Asda, Iceland and the existing market currently dominate the area. Suggestions for improvements to the area include:

- Re-launch of Market
- Relocation of market closer to retail core
- Development of modern transport interchange

### **Dacorum Borough Supplementary Planning Guidance (May 2004) – Area Based Planning Policies**

#### **Hemel Hempstead High Street Conservation Area Character Appraisal and Policy Statement**

As noted previously the boundary of the subject sites abuts the Hemel Hempstead High Street Conservation Area. The High Street conservation boundary was drawn up to fit tightly around the historic core of the old town and has been in existence since 1968. The boundary incorporates the Queensway, which provides a gateway between the old town High Street and the High Street to the south. The Hemel Hempstead old town is considered to have retained its special character overall and is considered to successfully co-exist with the new town.

#### **Accessibility Zones for the Application of Car Parking Standards**

The Council adopted accessibility zones for car parking standards as part of development control in July 2002. The basis of the standards evolved from recommendations within Policy 25 of the Hertfordshire Structure Plan discussed previously.

Recommended Car Parking Standards are set out within the SPG and are on a zonal basis with an approach developed to take into account both residential and non-residential development. The zones reflect accessibility by alternative modes of transport to the car.

For non-residential development the maximum standards are demand based and represent a restrictive approach to be applied on a zonal basis. For residential development it is expected that the development will accommodate all parking demand on site, although clearly it is recognised demand may be less within town centres and near public transport nodes.

#### **RPG 9:**

RPG9 advances the sentiment of sustainable development and the fostering of social inclusion advocated by national policy.

The main principles that should govern the continuing development of the Region are:

- Urban areas should become the main focus for development through making them more attractive, accessible and better able to attract investment;
- Greenfield development (namely, on previously undeveloped land) should normally take place only after other alternatives have been considered, and should have regard to the full social, environmental and transport costs of location;
- The pattern of development should be less dispersed with more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity;
- London's World City role and the South East's international connections should be developed as a basis for the enhancement of the Region's attractiveness in Europe and the world;
- Economic opportunities should be increased by raising skills levels and reducing the disparities between different parts of the Region. In particular, by positive investment strategies for the Thames Gateway and Priority Areas for Economic Regeneration to improve the performance of poorer parts of the Region and by managing the localised impacts of development in economically buoyant areas;
- Sufficient housing, and in particular affordable housing, should be provided for all who need to live and work in the Region, to encourage social inclusion and avoid pressure for housing in adjoining regions;
- The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs;
- Development should be located and designed to enable more sustainable use of the Region's natural resources, in the supply of food, water, energy, minerals and timber, in the effective management of waste, the promotion of renewable energy sources and to assist in reducing pollution of air, land and water;
- There should be continued protection and enhancement of the Region's biodiversity, internationally and nationally important nature conservation areas, and enhancement of its landscape and built and historic heritage;
- Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car; and
- Transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development, overcoming bottlenecks and supporting higher capacity and less polluting modes of transport.

**Draft RSS 14: East of England Plan sets the following objectives:**

- increase prosperity and employment growth to meet identified employment needs of the region, and achieve a more sustainable balance between workers and jobs
- improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged
- maintain and enhance cultural diversity while addressing the distinctive needs of different parts of the region
- increase the regeneration and renewal of disadvantaged areas
- deliver more integrated patterns of land use, movement, activity and development, including employment and housing
- sustain and enhance the vitality and viability of town centres
- make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs
- meet the region's identified housing needs, and in particular provide sufficient affordable housing
- protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development

- protect and enhance the natural environment, including its biodiversity and landscape character
- minimise the demand for use of resources, particularly water, energy supplies, minerals, aggregates, and other natural resources, whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and trying to meet needs with minimum impact
- minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes
- ensure that infrastructure programmes, whether for transport, utilities or social infrastructure, will meet current deficiencies and development requirements; and that the responsible agencies commit the resources needed to implement these programmes and co-ordinate delivery with development
- minimise the risk of flooding.



## Appendix 4 Sustainability Checklist

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### SUSTAINABILITY CHECKLIST

A1.1 Not all applications will require the submission of a statement – see table below:

The checklist should NOT be used for the following	The checklist SHOULD be used for the following types of application
Householder applications	(A) Large scale – residential 5 or more dwellings – commercial more than 235 Sq.m of floorspace.
Advertisements	(B) Small scale – residential less than 5 dwellings – commercial 235 Sq.m or less of floorspace.
Telecommunications	(C) Change of use or conversions
	(D) Non building development e.g.) car parking or landscaping

Note: the capital letter above indicates which of the following criteria need to be considered when submitting a planning application.

A1.2 Where there is any doubt as to whether a statement is required or what it should contain, applicants should contact the local planning authority. Broadly, major development will be expected to address most of the criteria in their statement whereas smaller scale proposals will need to cover a more limited number. Applicants are expected to address all the criteria relevant to their planning application from the list below. A guide for applicants is being prepared by Hertfordshire County Council as part of the review of the Structure Plan.

A1.3 An applicant should consider “does my proposal.....”

The Sustainability Checklist

A1.3 An applicant should consider “does my proposal.....”

## The Sustainability Checklist

Criteria	Development Type
<b>1. Land use –</b>	
• use previously developed land as opposed to a greenfield site.	A,B,D
• avoid loss of open land or urban open space	A,B,D
• make use of derelict \ under-used \ vacant land or buildings	A,B,D
• protect and improve the setting of features of archaeological and historic interest	A,B,D
• encourage long life buildings both in terms of using durable construction and accommodating different uses	A,B,C
• avoid high quality agricultural land	A,D
• maximise solar gains by making the best use of the sun, avoiding overshadowing, size and orientation of the windows	A,B,C
<b>2. Minerals and Soils</b>	
• Minimise the need for aggregates	A,D
• include a site investigation to identify soil contamination and take correct measures for decontamination	A,B,D
<b>3. Waste</b>	
• minimise the amount of waste produced by taking measures to re-use and recycle waste.	A,B,C,D
• encourage the use of a recycled, recyclable and durable products e.g.) salvage material for re-use \recycling, demolition materials for hardcore and aggregate.	A,B,C,D
<b>4. Energy</b>	
• maximise energy conservation in buildings i.e.) by using renewable energy sources, solar panels, insulation creating buffer zones e.g.) lobbies, draft proofing, localised temperature controls, weather breaking planting and use of condensing boilers	A,B,C
• generate power efficiently e.g. using combined heat and power, heat\methane recovery from waste, solar panels, renewable energy.	A,B,C
• encourage energy efficient modes of transport e.g.)walking, cycling and public transport	A,B,C,D
• minimise energy use during construction in terms of extraction, manufacture, transport use and disposal in construction e.g. minimise changes to site levels, use of local materials, avoid use of aluminium.	
<b>5. Air, water, noise and light</b>	
• reduce air pollution and dust both in construction and operation e.g.) low	A,D

polluting boilers, low traffic volumes and wheel cleaning and damping to reduce dust.

- improve water quality and protect groundwater from contamination e.g.) sewer renewal, waterway maintenance, reed beds for waste water treatment. A,D
- minimise water consumption e.g.) through water meters, water efficient fixtures, rainwater storage and use of 'grey' water. A,B,C
- protect the hydrology of the site and the surrounding area e.g. by using permeable surfaces for car parking, provide open water areas, minimise road length, avoid water run-off into watercourses, avoid building on floodplains. A,B,D
- minimise noise e.g.) through building design, traffic reduction, use of quieter technology, hours of operation. A,B,C
- minimise light pollution e.g.) design of buildings, avoiding the need for floodlighting, design to minimise light needs A,D
- minimise odours from buildings and plant A,B,C,D
- provide information on pollution levels and sources to allow effective action to be taken. A

## **6. Nature**

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- protect designated sites \ features of nature conservation importance, including Sites of Special Scientific Interest and Wildlife Sites. A,B,D
- conserve and make positive provision for nature conservation , naturally shaped watercourses, nature planting. A,B,C,D
- ensure waste products do not harm wildlife A,B,C,D
- avoid use of tropical hardwoods and use timber from sustainable sources. A,B,C
- provide for on-going management of habitats A,B,D

## **7. Community Needs**

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- provide affordable housing or where appropriate a commuted payment. A,B,C
  - provide or support local facilities e.g.) shops, community facilities (including education), bus services A,B,C
  - improve leisure and recreation facilities, maintains public access to open space and/or provide open space and commuted sums for maintenance. A,B,C
  - seek to involve the community in the development of proposals A,B,C,D
  - form strong diverse neighbourhoods which encourage vibrant local communities A\*
- \*does not apply to commercial development

## **8. Employment needs**

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- increase job opportunities for local people A,B,C
- add to the diversity of the local economy. A,B,C

- promote socially and environmentally responsible business practice e.g.) waste, minimisation, office recycling, energy saving schemes, noise reduction. **A**

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### **9. Health**

- avoid unsafe building materials e.g. asbestos, organochlorides. **A,B,C**
- store hazardous materials safely **A,B,C**

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### **10. Access**

- minimise distances to the main employment centres, shops, recreation and community facilities and schools. **A**
- maximum access for pedestrians and cyclists to and within the development. **A,B**
- improve access to buildings for all (wheelchair users, people with young children and disabled people). **A,B,C,D**
- make public transport a more attractive or a more viable alternative (e.g. more frequent buses, bus preference measures, increased populations in transport corridors). **A**
- meet the requirements for the preparation and implementation of a Green Transport Plan. **A**
- improve facilities for those without a car (e.g. local shops). **A**
- make appropriate provision for parking e.g. appropriate levels and standards of parking. **A,B,C**

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### **11. Safety**

- minimise opportunities for crime through the layout of buildings and spaces e.g.) natural surveillance of paths and appropriate landscaping. **A,B,C,D**

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### **12. Aesthetics**

- protect designated landscape sites. **A,B,D**
- integrate well into its surroundings (shape, size and materials complement those of surroundings) **A,B,C,D**
- include good standards of screening and landscaping (e.g. through the use of soft boundary treatment such as hedges and shrubs, native species and landscape management plans). **A,B,D**
- take opportunities to improve the street scene or appearance of the area. **A,B,D**

## Appendix 5 Hemel Hempstead Regeneration Town Centre Vision

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### Hemel Hempstead Regeneration Town Centre Vision

November 2005

Inspiring the Next 50 Years

- To create a more exciting thriving, safe and clean Town Centre
- Comprehensive approach to securing development opportunities where all components demonstrate a planned approach and contribution to Town Centre regeneration as a whole and to;
- Achieve high quality development
- Maximise potential
- Achieve dual use of for example public open space and car parking
- Co-ordinated facilities to support the Town Centre as a whole and a strong and clear urban design framework/scheme to achieve essential components within an enhanced and inspiring townscape setting
- At least 600 new dwellings in or on the edge of the Town Centre, predominantly located on the 'Civic Centre/College' site but extending along the Town Centre river corridor where opportunities exist. Appropriate levels of affordable and key worker housing
- Achieve the right mix of uses in the Town Centre such as retail, office, commercial, leisure and residential by protecting some existing uses and creating new development opportunities
- Residential to be included as part of mixed use development schemes to include food retail superstore possibly at Combe Street frontage. Other mixes to include supporting retail, restaurant, offices and other commercial activities to complement and extend the existing Town Centre offer and achieve the right blend of uses
- Relocation of the Market into an improved pedestrian area in the Marlowes to create a new development opportunity based on the Council's land interests of the Market and Bus Station. Other land interests to be included dependent on land owners willingness/opportunities
- Creation of new development opportunities fronting an improved Water Gardens and achieved as part of an urban design objective to improve the Water Gardens and to make it a more integral attraction to the overall Town Centre function and experience
- A versatile performance and conference venue with associated uses such as restaurants as a landmark building and catalyst for a Town Centre draw and investment. To be achieved as an early phase of development
- To enhance the natural chalk stream corridor as a feature and wildlife corridor
- A comprehensive Town Centre Enhancement Scheme from the Riverside development to Queensway to include improvements to and enhanced links with the Water Gardens. To be secured as part of and being integral to the re-development proposals
- Also to consider the opportunity to create a town square and to improve the pedestrian and other links to Hemel Old Town
- A fresh look at the Town Centre's highway movements and re-planned to secure development opportunities and enhanced pedestrian movements, particularly along The Marlowes to Riverside and between The Marlowes and Waterhouse Street and the Water Gardens
- Review of bus links and facilities in the Town Centre to enhance passenger transport and transport interchange, replace the bus station and improve key links such as to the railway stations
- Replacement public service facilities and offices as part of a new concept for public service delivery and to extend opportunities for partnership working and efficiency savings (for example a shared public and college library)