Local Development Framework

Core Strategy

Adopted 17 October 2011

THREE RIVERS DISTRICT COUNCIL

PLANNING YOUR FUTURE

<u>Preface</u>

Looking forward to 2026 and beyond, the District will remain a prosperous, safe and healthy place where people want, and are able to, live and work.

This is our vision for Three Rivers over the next 15 years or so. In seeking to deliver this vision, the Council is preparing a new type of development plan for the District called the Local Development Framework. This will replace the existing Local Plan with a suite of new planning documents, the first of which is the Core Strategy. It will link with other strategies such as the Sustainable Community Strategy and set out the long term vision for Three Rivers, along with the spatial strategy and policies to deliver the vision. The Core Strategy sets out in broad terms how we plan to deliver new homes, jobs and infrastructure over the period to 2026 and how we can manage development effectively.

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CHAPTER 1: INTRODUCTION

1.1   The Local Development Framework is a new type of plan that will replace the existing Three Rivers Local Plan 1996-2011 and create a new set of planning documents to help plan for, and manage, development in the District over the next 15 years or so.

1.2   For Three Rivers the Local Development Framework will consist of a number of Development Plan Documents (DPDs) including:

- **The Core Strategy DPD:** provides the over-arching strategy and policies and the long-term vision for Three Rivers

- **Site Allocations DPD:** allocates sites for housing, employment, retail, open space, education and community uses

- **Development Management Policies DPD:** sets out the policies against which planning applications will be assessed.

1.3   A Sustainability Appraisal (SA) and a Strategic Environmental Assessment (SEA) are also carried out to assess the proposals in Development Plan Documents to ensure they contribute to sustainable development. An Appropriate Assessment screening was also carried out and indicated that proposed development would not have a significant impact on any relevant areas.

1.4   In addition to the above, a number of Supplementary Planning Documents (SPDs) will be prepared which will provide additional guidance on policies contained in the Development Plan Documents. Two Supplementary Planning Documents were adopted in December 2007:

- **Sustainable Communities Supplementary Planning Document** - this sets out guidance on good principles and good practice for how development in the District can reduce carbon emissions through appropriate design, energy and water efficiency and waste reduction and recycling

- **Open Space, Amenity and Children's Play Space Supplementary Planning Document** - this sets out guidance on good principles and good practice for designing open spaces and securing amenity and children's play space as part of appropriate developments in the District.

1.5   The Local Development Framework also includes the Council's adopted **Statement of Community Involvement** which sets out the Council's approach to how, when and with whom we will consult at various stages of the Local Development Framework process. In addition, the **Annual Monitoring Report** (produced 31 December each year) provides an assessment of the progress made against targets and the performance of policies in the Local Development Framework.

1.6   Until such time as the other Development Plan Documents and Supplementary Planning Documents referred to in this Core Strategy are adopted, the Council will continue to have

regard to the saved policies of the Three Rivers Local Plan and adopted Supplementary Planning Guidance and Supplementary Planning Documents, together with the current Development Plan and national policy. Appendix 1 sets out which policies of the adopted Local Plan will be replaced by the Core Strategy.

1.7   We have also put together a series of research documents, collectively known as the **Evidence Base**, establishing an understanding of the needs, opportunities and constraints within the District. To date the following studies have been completed:

- Urban Housing Capacity Study (January 2005)
- Employment Land Study (January 2005, update May 2010)
- Open Space, Sport and Recreation Study (July 2005, update 2010)
- Gypsy and Travellers' Needs Study (April 2005) and Identification of Potential Sites (September 2006)
- Retail Capacity Study (March 2007)
- Transport Background Paper (March 2007, update October 2009)
- Access to Services and Infrastructure Background Paper (March 2007)
- Settlement Appraisal Paper (March 2007, update March 2010)
- Housing Market Needs Background Paper (November 2006)
- Strategic Flood Risk Assessment (June 2007)
- Appropriate Assessment report (December 2007)
- Strategic Housing Market Assessment (April 2010)
- Development Economics Study (Housing and Viability) (February 2009)
- Strategic Housing Land Availability Assessment (November 2008, update April 2010)
- London Arc Employment Study (February 2009)
- Hertfordshire Investment and Infrastructure Strategy (November 2009)
- Green Infrastructure Background Paper (March 2010)
- Water Cycle Study (May 2010)
- Low and Zero Carbon Study (May 2010)
- Infrastructure Delivery Plan (March 2010)
- Spatial Portrait of Three Rivers (March 2010)
- Local Policy Context (March 2010)
- Meeting the Rising Demand for School Places (Hertfordshire County Council, 2010).

1.8   Hertfordshire County Council is responsible for preparing Minerals and Waste Development Plan Documents. These will set out the principles for the amount of mineral extraction and waste treatment that will take place in the County to 2026, identify the locations where the most important of these activities will take place, and contain some broad principles that will apply when planning applications for minerals or waste development are being considered.
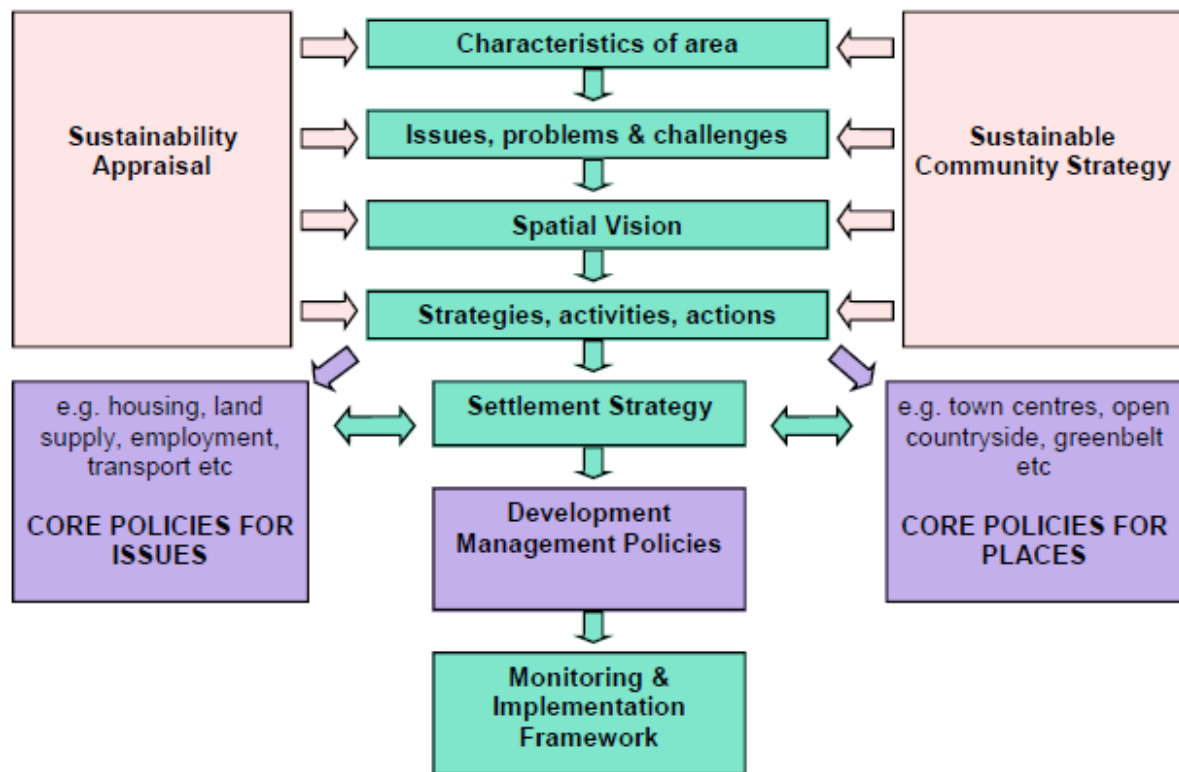
Figure 1: Core Strategy Key elements

CHAPTER 2: BACKGROUND AND CONTEXT

Spatial Portrait of Three Rivers

2.1 The spatial portrait sets the context on which the Local Development Framework is based. It illustrates Three Rivers' main attributes in terms of geography, economy, environment, social and cultural characteristics and patterns of movement. More background and detail, including on specific settlements, is set out in the evidence base document 'Spatial Portrait of Three Rivers'[1].

2.2 Three Rivers is a mixture of beautiful countryside, villages and small towns, and the majority of inhabitants are well educated, affluent, articulate and able to access public services. Nevertheless, there are a number of specific issues highlighted through the Spatial Portrait that need to be addressed in future. These are:

- House prices in Three Rivers are very high and affordability has been worsening. Alongside the need to provide more housing to meet forecast housing growth, there is therefore a particular need to achieve more affordable housing and to provide more family sized affordable housing

- There will be a challenge to maintaining the extent of the green belt while providing for local development needs and meeting regional targets

- There is a high dependency on the car, particularly in rural parts of the District. There is therefore a need to enable and promote more sustainable modes of transport to improve travel options, increase access to services and reduce the environmental impacts of travel

- There is a need for increased business investment in the area to provide local employment opportunities and to try and reduce levels of out-commuting, which are currently high, reflecting the importance of the London job market on Three Rivers

- There is an ageing population which will lead to differing demands on services and housing. These demands will need to be met whilst ensuring that the District remains attractive and accessible to younger people to support the economic development of Three Rivers

- While the District as a whole is ranked low in terms of deprivation, there are inequalities. South Oxhey is particularly affected by income, barriers to education, skills and training, living environment and crime and disorder. Parts of Maple Cross and Mill End are affected by income, barriers to housing and services and living environment. More rural parts of the District are affected by barriers to housing and access to services

- Existing infrastructure requires investment to cope with growth in the District. In particular, a requirement for additional secondary school places has been identified, and there is a need for improved access to healthcare services in the south west of the

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[1] Spatial Portrait of Three Rivers (2010)
http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

District. Any new development will require an appropriate level of investment in infrastructure to ensure that new and existing communities are able to access the services that they require

- The dispersed pattern of settlements across the District affects the provision of shops and services and the vitality and viability of existing centres. These need to be maintained to continue to meet local needs and contribute to the sustainability of settlements

- It is important to continue to achieve high levels of new development on previously developed land but, in general, the supply of previously developed land is falling. The exception to this may be in South Oxhey where potential for redevelopment and regeneration highlights an opportunity to make better use of land in the area, achieving higher levels of development on previously developed land

- Climate change may have significant impacts on Three Rivers which will need to be responded to and it will be important to try and reduce and mitigate these impacts as far as possible

- The attractiveness of the District as a place where people want to live and work depends in part on the environment. This is affected by landscape, biodiversity and open spaces (Green Infrastructure), as well as heritage. It is very important that these are maintained to sustain the unique character of the area and its attractiveness

- Housing stock in the District is generally of good quality and does not present particular concerns. The exception is in South Oxhey where some stock is now in need of significant updating

- Levels of crime in the District are low; however there is a need to tackle fear of crime and antisocial behaviour.

2.3 The key issue for the future of Three Rivers will be making provision for new development required in the District to meet local needs whilst protecting the environment and maintaining or improving the quality of life of Three Rivers' communities.

Local Policy Context

2.4 There are several strategies and plans which affect the Three Rivers area in terms of priorities and actions, and these are set out in the evidence base document 'Local Policy Context'[2]. The Core Strategy draws on strategies and plans that have implications for the development and use of land and, where appropriate, it provides an integrated approach to the implementation and delivery of these aspects of other strategies.

2.5 It is particularly important that the Core Strategy relates to the Sustainable Community Strategy for Three Rivers which sets out the local community's aspirations so that these can be delivered in an effective and joined-up way.

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[2] Policy Context Document (2010) http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

2.6   The **Community Strategy for Three Rivers** (2006-2012) has been prepared by the Local Strategic Partnership (LSP) to improve quality of life in the District. The Local Strategic Partnership consists of the following organisations:

- Three Rivers District Council
- Hertfordshire County Council
- Hertfordshire Police Authority
- Hertfordshire Constabulary
- Centre for Voluntary Services
- Citizen's Advice Bureau
- Three Rivers Parish Councils
- West Hertfordshire Primary Care Trust
- Hertfordshire Chamber of Commerce
- Wenta.

2.7   The five priorities of the Strategy are to address the following concerns:

i.   Anti-social behaviour, crime, and the fear of crime
ii.   Reducing inequalities (including access to services)
iii.   Improving the environment
iv.   Children's and young people's access to education, skills and training
v.   Improving the supply and standard of affordable housing.

2.8   These broadly correspond to the priorities set out in the Sustainable Community Strategy (SCS) for Hertfordshire (Hertfordshire 2021- A Brighter Future).

2.9   It is important that the Sustainable Community Strategy is closely linked with the Local Development Framework so that an integrated approach to community planning can be achieved. The Local Development Framework is the key mechanism for delivering on the ground what the community has said it needs in the Sustainable Community Strategy. Figure 2 details how the Core Strategy can contribute to the Sustainable Community Strategy priorities.

Community Strategy Priority	Delivery through the Core Strategy	Relevant Core Strategy Policies and Objectives	
Priority 1: Anti-social behaviour, crime and fear of crime	• Promote safety and security as a high priority in the design of new development in order to create attractive and safe places in which to live work and play.	• CP1 • CP3 • CP12	
Priority 2: Reducing Inequalities (including Access to services)	• Facilitate the provision of services, shops and infrastructure to meet the needs of existing development and new development • Deliver improved and more integrated transport systems and reduce the need to travel by locating development in accessible locations.	• CP1 • CP5 • CP6 • CP7 • CP8 • CP10 • CP12	• PSP1 • PSP2 • PSP3 • PSP4
Priority 3: Improving the environment	• Reduce the impact on the environment by reducing waste, pollution and energy consumption • Make efficient use of previously developed land and to protect the Green Belt and open countryside • Protect and enhance the historic environment • Conserve and enhance the countryside and the diversity of wildlife and habitats.	• CP1 • CP2 • CP3 • CP9 • CP10 • CP11 • CP12	• PSP1 • PSP2 • PSP3 • PSP4
Priority 4: Children's and young people's access to education, skills and training	• Facilitate the provision of education services, sport, recreation and open space facilities • Retain and improve the range of local employment opportunities in the District.	• CP1 • CP6 • CP8 • CP9	• PSP1 • PSP2 • PSP3 • PSP4
Priority 5: Improving supply and standard of affordable housing	• Seek a greater proportion of new housing development to be locally affordable in both the urban and rural areas of the District.	• CP1 • CP4	• PSP1 • PSP2 • PSP3 • PSP4

Figure 2: Inter-relationship between Core Strategy and Sustainable Community Strategy

2.10 The Sustainable Community Strategy has further 'cross-cutting' themes around promoting equal opportunities and improved health for all residents, meeting the needs of children and young people and sustainable communities.

CHAPTER 3: SPATIAL VISION AND STRATEGIC OBJECTIVES

3.1 The Core Strategy sets out the long term Spatial Vision for Three Rivers and the strategic policy objectives required to deliver that Vision.

3.2 The Spatial Vision is about what Three Rivers should be like in 2026, and has been developed to address the issues and opportunities arising from the Spatial Portrait of Three Rivers[3], as well as to reflect the priorities and concerns of the local community as set out in the Sustainable Community Strategy and responses received as part of public consultation.

Spatial Vision

Looking forward to 2026 and beyond, the District will remain a prosperous, safe and healthy place where people want and are able to live and work.

The priorities for the future are:

a) To provide growth required to support local communities and provide for their needs in the most sustainable way possible

b) To locate growth in the most sustainable locations in terms of access to services and transport networks and impact on the environment

c) To improve access to housing and affordable housing for communities across the whole District

d) To provide opportunities for local employment and maintain the vitality and viability of existing centres across the District, reducing the need to travel

e) To promote sustainable transport options to improve access for all communities and reduce dependence on the car

f) To support growth with appropriate investment in infrastructure to ensure that new and existing communities can access services that they require

g) To reduce inequalities across the District, in particular through regeneration of the South Oxhey area

h) To recognise opportunities to make the best use of land whilst minimising adverse impacts on the character of the District and minimising harmful changes to the built, historic and natural environment

i) To recognise opportunities to improve and enhance the built, historic and natural environment wherever possible

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[3] Spatial Portrait of Three Rivers (2010)
http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

j) To limit changes to the Green Belt that will be necessary to accommodate some growth required to locations which result in the least harm to Green Belt and sustainability objectives.

All growth will need to be sustainable so that the present needs of residents and businesses in Three Rivers can be met without compromising the ability of future generations to meet their own needs. New development will need to mitigate its impact on the causes of climate change and should be resilient to climate change impacts. Opportunities to reduce the impacts on the environment of existing built stock will be supported.

In essence, future development must secure a balanced provision between homes and jobs that also safeguards and enhances the environment, maintains the Green Belt, secures good services and facilities for all and achieves a sustainable transport system. Growth required in the District will maintain or improve the quality of life of Three Rivers' communities.

3.3 In order to implement and deliver the Local Development Framework's Vision, the following Strategic Objectives have been identified. These follow on from the Spatial Vision and the issues and opportunities for Three Rivers identified in the Spatial Portrait of Three Rivers. These objectives are key in helping the vision become a reality and provide more specific direction for the Spatial Strategy, Place-Shaping Policies and Core Policies, which are developed in later sections of the Core Strategy.

Strategic Objectives

S1. **To ensure that development in Three Rivers recognises and safeguards the District's distinctive character of small towns and villages interspersed with attractive countryside and Green Belt, through sustainable patterns of development**
Development in the District needs to be achieved whilst protecting the very assets that make Three Rivers unique and help maintain a high quality of life. There will remain a strong commitment to the protection of the Green Belt which occupies 77% of the area of the District, although it is recognised that some minor adjustments to the Green Belt boundary may be necessary over the plan period to meet development needs, prevent over-development in some areas and generally promote a sustainable pattern of development. Changes to the Green Belt will be on the edges of existing urban areas. Change will be limited to locations which result in the least harm to Green Belt and to sustainability objectives. Changes will not result in the loss of more than 1% of the total Green Belt area in the District.

S2. **To make efficient use of previously developed land**
The re-use of land in the urban area is necessary to act as a stimulus for existing settlements, to concentrate development in the most accessible areas and to protect more open parts of the District. It may also facilitate the remediation of any areas of contaminated land. Continuing to achieve at least 60% of new development on previously developed land (PDL) will remain a priority for Three Rivers. However,

some previously developed land can be constrained by biodiversity interest and other factors. Therefore it cannot be assumed that all previously developed land is appropriate for redevelopment. Opportunities for regeneration in South Oxhey mean that a higher proportion of development in this area may be on previously developed land.

S3. **To reduce impacts on the environment by reducing waste, pollution and energy consumption, by promoting the use of renewable energy, and the conservation of water resources and by designing development to take into account future changes to the climate**

There is little doubt that the burning of fossil fuels is contributing to long-term changes in the climate and to pollution generally. It is important that the problem is tackled at all levels including the local. This means designing, constructing and reusing buildings and materials to minimise the use of natural resources and reduce the amount of waste going to landfill. It also means dealing with the effects of extreme weather and potential flood risk through appropriate design and siting of development. The nature of the District does not lend itself to large-scale wind energy developments; however there are opportunities for smaller-scale wind and other renewable and low carbon energy opportunities.

S4. **To balance the community's need for future homes and jobs by providing sufficient land to meet a range of local housing needs and to maintain a prosperous local economy**

This will include making appropriate provision for the required numbers of homes and jobs to meet local needs in line with the East of England Plan. For housing, this means delivering housing to meet local needs in terms of size, type and tenure of units including affordable, special needs and Gypsy and Traveller accommodation. For employment, this means meeting local needs in terms of the type of jobs and employment sectors. The proximity and influence of the London job market may affect the potential for improving the homes to jobs ratio within Three Rivers. However, 'balance' between the provision of new homes and jobs is needed in order to redress the relatively high daily outflow of commuters from Three Rivers into adjoining areas. We anticipate that to meet needs in Three Rivers the number of new homes provided should be matched by the number of new jobs at a ratio of

S5. **To increase levels of affordable housing in the District, prioritising the provision of social rented and larger family-sized homes**

A step-change in the provision of affordable housing is needed in order to seek to meet the large identified need for affordable housing in the District. House prices are high relative to incomes in the District and a significant proportion of the population, particularly the young and those within the less affluent parts of the District, are unable to access housing in the general market. The lack of suitable and affordable housing within the District also has impacts on the ability of the District to attract and retain workers with impacts on key services and the local economy. There is a very high need for affordable housing within the District but viability considerations mean that it will not be possible to meet all of this need within the period to 2026. The priority will therefore be social rented homes and larger family sized homes, as these are required to meet the most urgent housing needs within the District. Rural affordable housing will also be provided within the villages of Bedmond and Sarratt where this would meet identified local needs.

S6. **To facilitate the provision of services and infrastructure to meet the needs of existing development and new development by working on cross-boundary issues with adjoining authorities, service providers and the development industry**

It is important that all residents, particularly vulnerable groups and those within the pocketed areas of deprivation in the District, have good access to services including health, education, transport and emergency services and that this is maintained or improved in the future. Potential deficiencies will need to be addressed through planning obligations and other funding regimes as part of new development proposals. The Council will continue to foster relationships with neighbouring Hertfordshire and Buckinghamshire Districts and with London. It will also continue to work with the Local Strategic Partnership as well as public, private and voluntary sectors in order to tackle deprivation and to reduce inequalities between areas.

S7. **To deliver improved and more integrated transport systems and reduce the need to travel by locating development in accessible locations**

Although levels of car ownership are high within Three Rivers, not everyone has access to a car and nor is it necessary or desirable to use a car for all trips, particularly for short journeys. Providing alternatives to car travel through better public transport, better opportunities for cycling or walking, and by locating development at locations with good access to services, employment and a range of transport options, will be major contributors to achieving a more sustainable District. In particular, implementation of the Croxley Rail Link is supported, recognising its potential to enable more sustainable transport choices in the area. It will also be important to integrate transport networks to enable people to change easily between road, rail, bus and cycle travel.

S8. **To maintain and enhance the viability, vitality and variety of shops and services within the Principal Town and Key Centres and retain shops and services in other smaller settlements**

Ensuring that Abbots Langley, Chorleywood, Croxley Green, Rickmansworth, South Oxhey, Mill End and Leavesden and Garston provide a good range of goods and services across the District will reduce the need to travel to centres further away, especially to meet everyday local needs, and will support local businesses. Retaining services in other smaller settlements will help to enable these settlements to meet some of the day-to-day needs of their communities.

S9. **To conserve and enhance the countryside and the diversity of landscapes, wildlife and habitats in the District within a coherent network of Green Infrastructure to support the natural environment and human health**

Three Rivers has visually attractive landscapes and important habitats for wildlife. There is however scope to develop the District's Green Infrastructure through improving the diversity and connectivity of landscape and habitats, and through the conservation and enhancement of natural assets. The Chilterns AONB, and the District's Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites, the Colne Valley Park, the Grand Union Canal and all river corridors including the Rivers Chess, Colne and Gade are particularly important assets to be conserved and enhanced as they provide connections across the whole District and into adjoining areas. However it is recognised that they are not the only important elements for Green Infrastructure within and around the District.

S10. **To conserve and enhance the historic environment by resisting the loss of, or damage to, heritage assets including important buildings and to ensure that new development respects the unique character and identity of the towns and villages in the District**

Three Rivers has a rich historic environment including many historic buildings, archaeological sites, historic structures, historic landscapes, spaces and conservation areas. It will be important to conserve heritage assets and their settings through appropriate control of development but also to enhance the historic environment where opportunities arise.

S11. **To provide accessible and varied opportunities for leisure, arts, sport and recreational activities in order to promote healthy lifestyles**

The Local Development Framework can make a significant contribution towards improved levels of health by supporting the location and provision of suitable open space, children's play space and sports facilities to increase opportunities to exercise as part of a healthy lifestyle for the whole community.

S12. **To promote safety and security as a high priority in the design of new developments in order to create attractive and safe places in which to live, work and play**

Reducing crime, fear of crime and anti-social behaviour are key community priorities that can be addressed by the Local Development Framework by promoting good design, securing contributions towards increased police resources and improving access to training facilities provided by the Learning and Skills Council and other agencies.

3.4 These Objectives are expanded further through the Place Shaping Policies, which set out more detailed objectives for each settlement.

3.5 **Figure 3** shows how the Strategic Objectives align with and support other plans and strategies affecting the District. The majority of objectives are compatible with other plans and strategies and where objectives are not directly compatible there are no conflicts.

Core Strategy Strategic Objectives	Three Rivers Community Strategy (2006-2012)	Hertfordshire 2021: A Brighter Future	Three Rivers Strategic Plan (2009-2012)
1. To ensure development recognises and safeguards the District's distinctive character	✓	✓	✓
2. To make efficient use of previously developed land	✓	–	✓
3. To reduce impacts on the environment	✓	✓	✓
4. To balance the community's need for future homes and jobs	✓	✓	✓
5. To increase levels of affordable housing in the District	✓	✓	✓
6. To facilitate the provision of services and infrastructure to meet the needs of existing and new development	✓	–	✓
7. To deliver improved and more integrated transport systems and reduce the need to travel	✓	✓	–
8. To maintain the viability, vitality and variety of shops and services	✓	–	✓
9. To conserve and enhance the countryside and the diversity of landscapes, wildlife and habitats	✓	–	✓
10. To protect and enhance the historic environment	✓	✓	✓
11. To provide accessible and varied opportunities for leisure, arts, sport and recreational activities	✓	✓	✓
12. To promote safety and security in the design of new developments	✓	✓	✓

Core Strategy Strategic Objectives	Three Rivers Housing Strategy (2006-2011)	Hertfordshire Local Transport Plan (2006-2011)	Local Area Agreements (2008-2011)
1. To ensure development recognises and safeguards the District's distinctive character	✓	✓	✓
2. To make efficient use of previously developed land	–	✓	–
3. To reduce impacts on the environment	–	✓	✓
4. To balance the community's need for future homes and jobs	–	–	✓
5. To increase levels of affordable housing in the District	✓	–	✓
6. To facilitate the provision of services and infrastructure to meet the needs of existing and new development	–	✓	✓
7. To deliver improved and more integrated transport systems and reduce the need to travel	–	✓	–
8. To maintain the viability, vitality and variety of shops and services	–	–	✓
9. To conserve and enhance the countryside and the diversity of landscapes, wildlife and habitats	–	–	–
10. To protect and enhance the historic environment	–	–	–
11. To provide accessible and varied opportunities for leisure, arts, sport and recreational activities	–	–	–
12. To promote safety and security in the design of new developments	–	–	✓

✓   Objective is compatible/ in alignment with Plan/Strategy

-    Objective is not in conflict with Plan/Strategy

Figure 3: Alignment of the Core Strategy Strategic Objectives with other Plans/Strategies affecting Three Rivers

SPATIAL STRATEGY

3.6 The preceding section of this document set out the Vision for the future and the key objectives which will help implement and deliver this Vision. However, in order for them to be achieved, more specific direction for future development is provided through the Spatial Strategy. This Strategy will help direct all future development and activity in the District.

3.7 Planning Policy Statement 1: Delivering Sustainable Development requires local authorities to deliver sustainable development. This means that development needs to take into account sustainable transport needs, provision of infrastructure and access to jobs, services and facilities.

3.8 Three Rivers needs to make adequate provision for housing and employment in line with the East of England Plan to meet the needs of a growing population and to maintain prosperity for the local community. In particular there is a need to ensure a continuous supply of housing land over the next 5, 10 and 15 years.

3.9 However, this growth needs to be reconciled with the protection of the environment and the maintenance of the general extent of the Green Belt. There is a need to strike a balance between restraining urban sprawl, enhancing the countryside, and meeting development needs in a sustainable way. This is the intention of the Spatial Strategy.

3.10 To inform the Spatial Strategy for Three Rivers the hierarchy of settlements across the District has been defined. This helps direct growth to the most sustainable and appropriate locations.

3.11 The Three Rivers Settlement Appraisal (2007, update 2010)[4] has been used to define the settlement hierarchy according to an assessment of each settlement with regard to access to a variety of services and infrastructure. The Appraisal provides a useful tool in:

- Identifying the settlements which have the best access and, therefore, where any development should generally be concentrated

- Identifying the settlements with the poorest access and, therefore, where development should generally be avoided

- Identifying specific deficiencies in services and facilities across all settlements, and therefore where opportunities should be taken to improve them with or without further development.

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[4] Settlement Appraisal Update (2010) http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

3.12 | Taking into account settlement size, population, existence of and access to a range of services and transport infrastructure and importance in economic and retailing terms, the settlement hierarchy for Three Rivers is set out in Figure 4.

Principal Town
Rickmansworth

Key Centres
South Oxhey
Croxley Green
Abbots Langley
Chorleywood
Leavesden and Garston[5]
Mill End

Secondary Centres
Kings Langley
Carpenders Park
Eastbury
Oxhey Hall[5]
Maple Cross
Moor Park

Villages
Bedmond
Sarratt

Figure 4: Three Rivers Settlement Hierarchy

3.13 | Recognising the size, function, accessibility and importance of the Principal Town and Key Centres, future major development in Three Rivers should be primarily focused in and around these settlements.

3.14 | Major development in other parts of the District needs to be carefully considered because of lower accessibility but it is not necessarily precluded. Development may be appropriate in these areas, particularly where it offers opportunities to rectify specific deficiencies in vital services and facilities or where it provides development necessary to sustain centres as providers of local employment, shopping and other services.

3.15 | The Spatial Strategy for future development in Three Rivers has been developed according to this settlement hierarchy.

3.16 | Figure 5 is the Key Diagram for Three Rivers and indicates the main proposals for the future of the District.

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[5] Leavesden and Garston and Oxhey Hall are special cases within the settlement hierarchy. They form part of the larger settlement of Watford which is a regional centre; however, assessment of the areas falling within Three Rivers has led to their identification as a key centre and a secondary centre in their own right.

Spatial Strategy

The main emphasis for future development is to continue to focus development within the existing urban area through development of previously developed land and appropriate infilling, recognising potential for mixed use development to contribute to the development of sustainable communities. This will be followed by development at the most sustainable locations on the edge of existing settlements.

In order to achieve the Spatial Vision for Three Rivers and meet Objectives for the District:

1. New development will be directed towards previously developed land (including surplus employment land) and appropriate infilling opportunities within the urban areas of the Principal Town (Rickmansworth) and Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End) as these have been identified as the most sustainable locations in the District.

2. More limited new development will take place on previously developed land (including surplus employment land) and appropriate infilling opportunities within the Secondary Centres (Kings Langley, Carpenders Park, Eastbury, Oxhey Hall, Maple Cross, Moor Park). This recognises that these settlements are not generally as sustainable as the Principal and Key Centres but that they do provide some access to services and facilities and are generally close to larger settlements. Some growth will also help to sustain the vitality and viability of these settlements.

3. Limited development to meet local needs will take place in the villages of Bedmond and Sarratt, recognising the need to sustain these more rural areas.

4. To meet development needs, it will be necessary to review the boundaries of the Green Belt at the edge of existing settlements within Three Rivers. Specific Green Belt sites and indicative phasing for development will be identified through the Site Allocations Development Plan Document, and release will be informed by regular monitoring. Sufficient land will be identified to meet development requirements throughout the plan period. In identifying sites within the Green Belt, priority will be given to previously developed sites over greenfield sites and will be identified at the most sustainable locations on the edge of the Principal Town, Key Centres and Secondary Centres as defined in the settlement hierarchy.

5. All development sites will be identified having regard to a criteria-based approach, taking into account whether development on the site:

   • Will be accessible to public transport, services and facilities
   • Will not have a significant impact on the environment including in terms of impacts on the Green Belt, visual amenity, heritage assets, transport and environmental quality including wildlife, flood-risk and water pollution
   • Is likely to come forward over the plan period.

   More detailed criteria for the selection of future housing sites are listed in Appendix 2.

6. All development will be required to make provision for necessary infrastructure including (but not exclusively) for transport, education, health, Green Infrastructure, utilities, waste facilities, waste water, leisure and community facilities.

3.17 All development will need to be in accordance with policies in the Core Strategy and subsequent Local Development Documents.
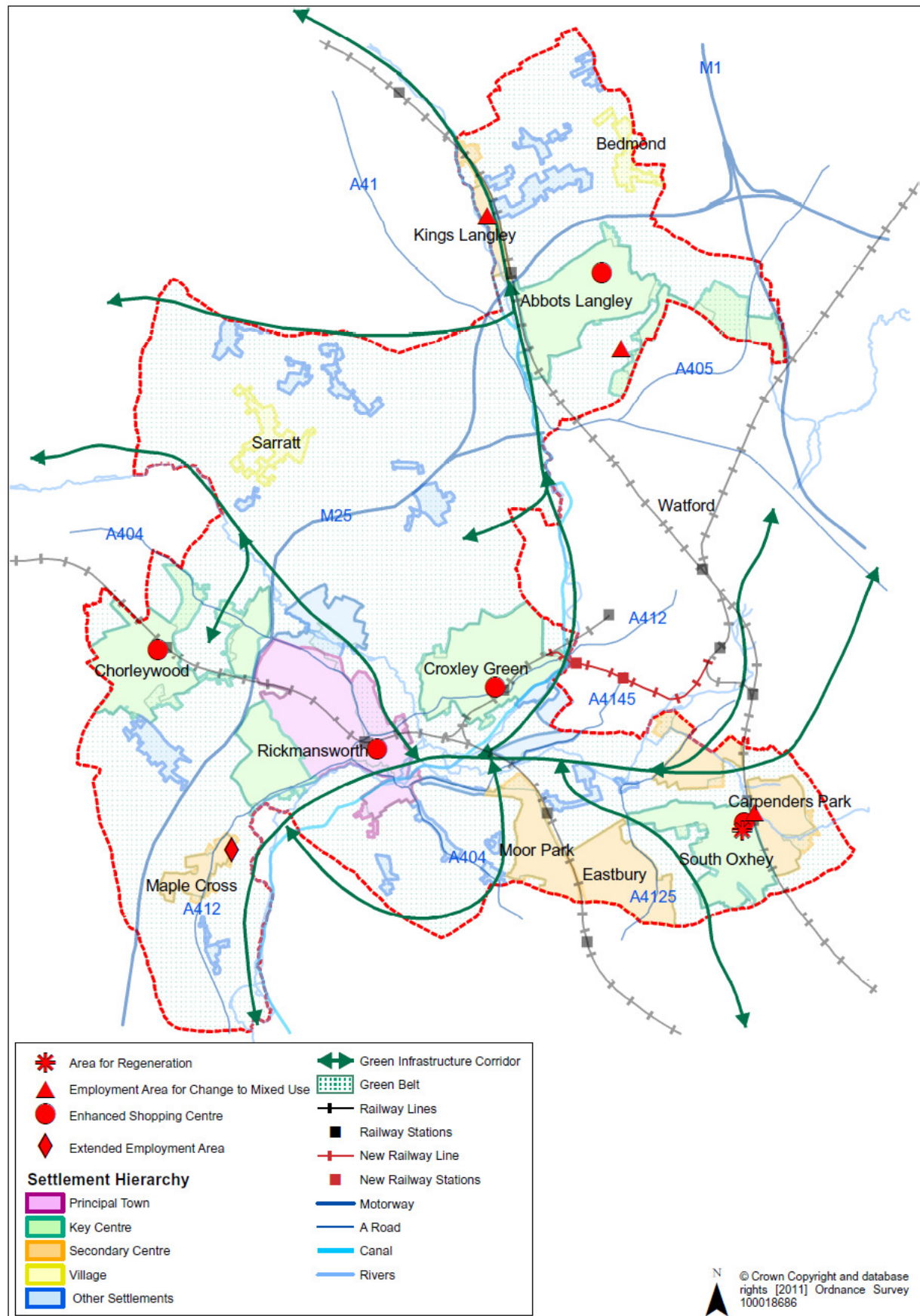
Figure 5: Key Diagram

POLICIES

3.18 The role of the Policies is to set out the fundamental principles that should be adhered to in order to support the delivery of development in accordance with the Vision, Objectives and Spatial Strategy. These can be split into two parts:

- **Place-Shaping Policies** for each settlement, and
- **Core Policies** covering main topic areas and themes.

3.19 Development will be considered against all policies in the Core Strategy.

CHAPTER 4: PLACE-SHAPING POLICIES

4.1 To provide more detail and supplement the Spatial Strategy, the Place-Shaping Policies assess how each of the settlements in the District are expected to contribute to the future of the District. Recognising that the role and function of each settlement can vary and that each has locally defined characteristics, 'place-shaping' policies have been developed for each level of the Settlement Hierarchy set out in Chapter 3.

4.2 Further background information on each settlement is included within the evidence base document 'A Spatial Portrait of Three Rivers'.

4.3 Rickmansworth is the **Principal Town** in the District with the largest town centre, a good range of services and facilities and public transport facilities. It is therefore appropriate that a proportion of future development should be located within the town. There is scope for continued infilling within the urban area, primarily on previously developed land, subject to the protection of existing residential and historic character and amenities. However the scope for development on the edge of the town is generally constrained by the open space and Green Belt on all sides and by flood risk areas and wildlife designations particularly to the east and to the south.

PSP1
Development in the Principal Town (Rickmansworth)

Development in Rickmansworth will:

a) Focus future development predominantly on sites within the urban area, on previously developed land

b) Provide approximately 15% of the District's housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)

c) Maintain the overall amount of existing employment floorspace in the town, including the general supply of office accommodation in the town centre

d) Maintain the retail core in the town centre and where appropriate enhance it through a modest increase in retail floorspace in accordance with the Retail Capacity Study

e) Contribute to an integrated approach to improve transport and movement into, and around, the town and connectivity with all other key centres in the District and

service centres in adjoining Districts. The priority will be improving and enabling use of public transport to increase public transport patronage

f) Maintain and enhance the vitality and viability of the town centre by promoting a range of town centre uses including housing, employment, shopping, leisure and community uses. This should help to improve access to housing, jobs and services

g) Support the town centre as a focus for community interaction and the viability of existing facilities such as Watersmeet Theatre

h) Conserve and where possible enhance the distinctive and historic character of the centre, particularly within the area defined by the Rickmansworth Town Centre Conservation Area through appropriate and well designed development. This will be guided by the Conservation Area Appraisal and future updates

i) Conserve and enhance the unique natural landscape, biodiversity and habitat surrounding the town, including in the River Chess Valley to the east and the River Colne Valley to the south, including the Colne Valley Park

j) Improve the provision of, and access to, services and facilities to meet future demands, specifically through:

i. Improvements to rail services and rail links at Rickmansworth Station primarily through the Croxley Rail Link

ii. Provision of a strategic cycle route between Rickmansworth Town Centre and Chorleywood and Maple Cross with links into the National Cycle Network and Colne Valley Trail

iii. Improvements to parking and cycle facilities at Rickmansworth Station

iv. Improved bus services between Rickmansworth Town Centre and surrounding centres

v. Road safety improvements to Park Road (A412) and Chorleywood Road (A404) by the Royal Masonic School

vi. The extension of cemetery facilities at the site in Woodcock Hill to increase capacity

vii. Maintain and improve biodiversity, recreational access and watersports facilities at Rickmansworth Aquadrome in accordance with the management plan and master plan

viii. Expansion of existing schools and/or provision of new schools meet identified needs in the Rickmansworth area.

4.4 The **Key Centres** include a range of medium sized settlements distributed throughout the District. All are fairly 'self-contained' centres that primarily serve the local population. They provide a range of services and facilities, and access to public transport is generally good. Therefore it is appropriate that a proportion of future development should be located within and immediately surrounding the Key Centres.

4.5 There is scope for continued infilling within the urban areas, primarily on previously developed land, subject to the protection of existing residential and historic character and amenities. Whilst the scope for development on the edge of the Key Centres is constrained by Green Belt and other environmental designations, there are opportunities to promote sustainable development through limited development within the Green Belt, including on previously developed land, and consequently to also improve services and facilities within the Key Centres.

PSP2
Development in the Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End)

Development in Key Centres will:

a) Focus future development predominantly on sites within the urban area, on previously developed land

b) Provide approximately 60% of the District's housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)

c) Maintain and enhance employment opportunities in the Key Centres but reduce over supply of office provision at Leavesden Aerodrome through mixed-use development including housing

d) Recognise that the former Leavesden Aerodrome site which includes the nationally important film studios is anticipated to be significant in meeting needs for housing and employment through mixed use redevelopment. Specific proposals for the site will be included in the Site Allocations Development Plan Document

e) Maintain and enhance primary and secondary shopping frontages within Abbots Langley, Chorleywood and South Oxhey District Shopping Centres and the Local Shopping Centre at Croxley Green to meet needs from existing and new housing development and to enable Key Centres to be sufficient in meeting local daily needs

f) Provide for a modest extension of retail floorspace within the Key Centres where opportunities arise in accordance with the Retail Capacity Study

g) Contribute to an integrated approach to improve transport, including public transport, and movement into, and around, the Key Centres and connectivity with all other centres in the District, and service centres in adjoining authorities in Hertfordshire, Buckinghamshire and London and to increase public transport patronage

h) Promote development, infrastructure and services that will help tackle deprivation affecting South Oxhey (Ashridge, Hayling and Northwick wards) particularly in relation to improving access to education, skills, training and employment and reducing crime. Some improvements identified include the 'Step Up' building on Oxhey Drive which will provide courses to help people get back into work and counselling to people with mental illness. In addition the 'South Oxhey Initiative' involves engagement with stakeholders, the public and other technical work to produce a Masterplan to set out how future development in South Oxhey can respond to identified challenges. Detailed proposals will be included in the Site Allocations Development Plan Document.

i) Promote development, infrastructure and services that will help tackle issues of deprivation affecting Penn Ward particularly in relation to children and young people. In particular, the Local Strategic Partnership is promoting projects to stimulate greater participation in local learning by adults and families, and are funding a project to target training in literacy, numeracy and IT in areas including Maple Cross and Mill End.

j) Provide improved access to healthcare services in Mill End

k) Promote regeneration in parts of South Oxhey to improve housing stock quality and reduce inequalities through the provision of targeted services in more efficient ways.

This could include mixed use development consisting of new housing, offices, shopping and community uses. The 'South Oxhey Initiative' involves engagement with stakeholders, the public and other technical work to produce a Masterplan to set out how future development in South Oxhey can respond to identified challenges. Detailed proposals will be included in the Site Allocations Development Plan Document.

l) Conserve and enhance the local distinctiveness of the Key Centres, particularly the historic cores of Abbots Langley, Croxley Green and Chorleywood

m) Improve provision of, and access to, services and facilities, to meet future demands, specifically through:

    i. Highway improvements to A41 and surroundings in relation to Leavesden Aerodrome

    ii. Improvements to bus services to and from Leavesden area including to the shuttle service from Leavesden Aerodrome to Watford Junction Station

    iii. Improvements to bus services providing access from key centres to Watford Junction and Watford General Hospital/ Watford Health Campus

    iv. Traffic management improvements to A4125 (Hampermill Lane)

    v. Provide a strategic cycle link between Croxley Station and the Ebury Way cycle route via the Byewaters estate

    vi. Improvement of parking and cycling facilities at Croxley and Chorleywood stations

    vii. Road safety improvements to A404 by St Clement Danes School

    viii. Improve the range of youth facilities in all Key Centres

    ix. Improve facilities and accessibility at Leavesden Country Park

    x. Maintain biodiversity and access improvements to Chorleywood House Estate as part of agreed management plan

    xi. Improve access at Croxley Hall Wood

    xii. Develop a play area in Chorleywood to address current deficiency in provision

    xiii. Improve facilities at Oxhey Woods Local Nature Reserve including the provision of an education centre on site

    xiv. Improve quality of and access to children's play space in South Oxhey

    xv. Improve outdoor leisure facilities for residents of Abbots Langley

    xvi. Provide additional neighbourhood policing and facilities in the Abbots Langley area

    xvii. Expansion of existing schools and/or provision of new schools meet identified needs in the Key Centres.

4.6   **Secondary Centres** include a range of smaller sized settlements distributed throughout the District. They provide a more limited range of services and facilities than the Key Centres but are still important in meeting local needs. They are generally well located with regard to access to adjoining centres and public transport facilities. Therefore, it is appropriate that a proportion of future development should be located within and immediately surrounding the Secondary Centres.

4.7   There is scope for continued infilling within the urban areas, primarily on previously developed land, subject to the protection of existing residential and historic character and amenities. Whilst the scope for development on the edge of the Secondary Centres is constrained by Green Belt and other environmental designations, there are opportunities to

promote sustainable development through limited development within the Green Belt including on previously developed land.

PSP3
Development in Secondary Centres (Kings Langley, Carpenders Park, Eastbury, Maple Cross, Moor Park, Oxhey Hall)

Development in Secondary Centres will:

a) Focus future development predominantly on sites within the urban area, on previously developed land

b) Provide approximately 24% of the District's housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)

c) Maintain and enhance employment opportunities in Secondary Centres but redistribute some employment floorspace through mixed use development in Kings Langley employment area and an extension of floorspace at Maple Cross/ Maple Lodge

d) Maintain and enhance the provision of local shops within the Secondary Centres to meet future local daily needs

e) Contribute to an integrated approach to improve transport and movement into, and around, the secondary centres and connections with all other centres in the District and service centres in adjoining Districts and to increase public transport patronage

f) Promote development, infrastructure and services in order to meet local community and business needs, and to maintain the vitality of communities. This should help tackle deprivation affecting Maple Cross and Carpenders Park particularly in relation to access to housing and services and reducing crime

g) Preserve and enhance the local distinctiveness and the historic cores of Eastbury and Moor Park

h) Recognise Kings Langley as a cross boundary village shared with Dacorum Borough Council which therefore requires a co-ordinated approach between the two authorities in planning for the future of the village

i) Improve provision of access to services and facilities, to meet future demands, specifically through:
  i. Traffic management improvements to the C76 between Kings Langley Station and Barnacres Lane (in Dacorum Borough) and to the A412 (Denham Way) in Maple Cross
  ii. Traffic management improvements on Toms Lane
  iii. Improvement of bus services from Maple Cross to Rickmansworth
  iv. Improvement of bus services from Kings Langley Employment Area to Key Centres in District
  v. Improvement of parking and cycling facilities at Kings Langley, Moor Park and Carpenders Park stations
  vi. Expansion of existing schools and/or provision of new schools meet identified needs in the Secondary Centres.

4.8 | Bedmond and Sarratt are small **village** settlements within the Green Belt to the north and west of the District, surrounded by open countryside. They provide a limited range of

services and facilities to serve the villages and other smaller surrounding populations. Access to public transport is also limited. The villages provide an important role in supporting the local economies of agriculture, forestry and other small businesses.

4.9 There is some scope for development within the villages, although this will be limited in view of the nature and scale of these settlements and surroundings. Development will need to be small-scale and help sustain the rural communities through the provision of affordable housing, rural employment opportunities and improved services and facilities.

PSP4
Development in Villages (Bedmond, Sarratt)

Development in Villages will:
  a) Be strictly controlled in order to protect the character, landscape, heritage and wildlife of the wider countryside, and the openness of the Green Belt
  b) Be well designed and inclusive, in keeping and in scale with its location and sensitive to the character of the countryside and local distinctiveness
  c) Allow some limited small-scale development in or on the edge of the villages in order to meet local community and business needs, to maintain the vitality of these communities. This should help tackle deprivation in these villages, particularly in relation to access to housing, employment and services
  d) Improve the viability, accessibility and community value of existing services and facilities, for example village shops and post offices, rural petrol stations, village and church halls, rural public houses and bus services that play an important role in sustaining village communities
  e) Support public transport services to Rickmansworth and other centres within and adjacent to Three Rivers, enabling the increased use of more sustainable modes of transport
  f) Allocate and release sites solely for affordable housing using a Rural Exception Site Policy approach to accommodate households which contain current residents or have an existing family or employment connection in perpetuity. These will be identified through a subsequent Site Allocations document
  g) Provide approximately 1% of the District's housing requirements over the Plan period to include affordable housing to meet local needs and as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)
  h) Improve provision of and access to, services and facilities to meet future demands, specifically through:
      i. Traffic management improvements to the C77 (Bedmond Road)
      ii. Extending provision at Bedmond Sports and Social Club site, Toms Lane, to include facilities for young people
      iii. Extending and improving facilities at Frogmore Meadow Site of Special Scientific Interest, Sarratt
      iv. Creating a play area in Sarratt to meet identified need
      v. Expansion of existing schools and/or provision of new schools meet identified needs in the Villages.

CHAPTER 5: CORE POLICIES

5.1 The policies in this section apply across the whole District and are based on themes.

SUSTAINABLE DEVELOPMENT

5.2 Sustainable development is the key principle underpinning the Three Rivers Core Strategy, and is critical to the delivery of many of the Council's and community's aspirations. It requires social progress which recognises the needs of everyone, effective protection of the environment, prudent use of natural resources and the maintenance of high and stable levels of economic growth and employment.

5.3 Particular priorities for sustainable development within Three Rivers are to:
- Improve access to jobs, services and facilities for all groups
- Achieve a high quality environment
- Reduce the carbon footprint of the area
- Reduce crime and anti-social behaviour, and
- Increase the supply of affordable housing.

5.4 All policies within the Core Strategy have been subject to Sustainability Appraisal to ensure sustainability in terms of economic, social and environmental impacts. In addition, a specific policy has been developed setting out the Council's approach to ensuring that new development will be sustainable.

5.5 Additional guidance on how development can maximise its sustainability and practical tips to meet policy requirements are provided by Building Futures: A Hertfordshire Guide to Promoting Sustainability in Development[6].

5.6 In order to ensure that all development is sustainable the Council will require all development proposals to include a CPLAN Energy and Sustainability Statement[7]. This is a web based checklist that gathers the energy and sustainability data of development applications and provides a consistent method of assessing the extent to which development accords with the sustainability objectives, policies and targets of the Core Strategy.

> ### CP1
> ### Overarching Policy on Sustainable Development
>
> All development in Three Rivers will contribute to the sustainability of the District. This means taking into account the need to:
> a) Tackle climate change by reducing carbon emissions, increasing energy and water efficiency of buildings, promoting the use of renewable energy systems, and using other natural resources wisely, including through the use of sustainable building materials
> b) Avoid development in areas at risk from flooding

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[6] Building Futures: A Hertfordshire Guide to Promoting Sustainable Development
http://www.hertslink.org/buildingfutures
[7] Carbon Planner http://www.carbonplanner.co.uk/

c) Minimising flood risk through the use of Sustainable Drainage Systems

d) Make efficient use of land by guiding development onto previously developed, brownfield land and incorporate mixed-use development wherever possible, recognising that some previously developed land can have significant biodiversity value

e) Reduce waste going to landfill by reducing materials used, reusing and recycling building materials and providing opportunities for recycling wherever possible

f) Protect and enhance our natural, built and historic environments from inappropriate development and improve the diversity of wildlife and habitats

g) Build mixed and sustainable communities by providing housing across a range of tenures and types including affordable housing

h) Maintain high levels of employment by attracting jobs and training opportunities for local people

i) Improve access to jobs, skills, services and facilities particularly within areas of deprivation in the District

j) Sustain the viability and vitality of the Principal Town, Key and Secondary Centres and Villages as identified in the Three Rivers Settlement Hierarchy

k) Protect and enhance existing community, leisure and cultural facilities and provide new facilities

l) Reduce the need to travel by locating development in accessible locations and promoting a range of sustainable travel modes

m) Provide necessary infrastructure to enable and/ or support development, including (but not limited to) transport, education, health, green infrastructure, utilities, waste facilities, waste water, leisure, cultural and community facilities

n) Promote buildings and public spaces of a high enduring design quality that respects local distinctiveness, is accessible to all and reduces opportunities for crime and anti-social behaviour

o) Manage and reduce risk of and from pollution in relation to quality of land, air and water and dealing with land contamination.

Requirements for Applicants

Applications for all new residential development of one unit and above and for all new commercial development will be required to submit a 'CPLAN Energy and Sustainability Statement'[8] demonstrating the extent to which sustainability principles have been incorporated into the location, design, construction and future use of proposals, and the expected carbon emissions.

Applicants should demonstrate that their development will produce at least 25% less carbon dioxide emissions than Building Regulations Part L (2006) requirements with a minimum of 10% being provided by on-site renewable and/or low carbon (i.e. Combined Heat and Power) energy supply systems.

In line with Government policy, where it can be proven that on-site renewable technology is not feasible, the Council will consider connection to a local, decentralised, renewable or low carbon energy supply as a substitute for on-site renewable energy technology.

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[8] CPLAN Energy and Sustainability Statement http://threeriverschecklist.co.uk
[9] Three Rivers District Council Sustainability Action Plan (2010) www.threerivers.gov.uk
[10] Low and Zero Carbon Study (2010) www.threerivers.go.uk

The Council will set higher targets for carbon reduction and energy contributions from renewable sources in future in line with the Government's target for all new homes to be zero carbon by 2016 and non-domestic developments to be zero carbon by 2019. These targets will be set out in the forthcoming Development Management Policies Development Plan Document and will be informed by changes to national policy, the Council's Sustainability Action Plan[9] and the Low and Zero Carbon Study[10].

Development will not be permitted unless it is demonstrated that sustainable development principles are satisfied through compliance with the policies of this Core Strategy and other relevant regional and national policy requirements.

HOUSING

5.7 Providing sufficient housing to meet the needs of local communities in a sustainable way is one of the key challenges facing Three Rivers. Development in the District needs to:

   i.   Provide an adequate and continuous supply of housing in line with the East of England Plan
   ii.   Provide a range of types and sizes of homes to meet needs at an appropriate density
   iii.   Address local affordability issues
   iv.   Provide accommodation to meet the needs of Gypsy and Traveller groups and Travelling Showpeople.

PROVIDING AN ADEQUATE AND CONTINUOUS SUPPLY OF HOUSING TO MEET STRATEGIC REQUIREMENTS

5.8 The East of England Plan requires Three Rivers to accommodate 5,000 dwellings between 2001 and 2026, an average of 200 dwellings per year. The Council has considered available evidence both on the need for housing in the District and the capacity of the District to accommodate this need. The Council considers that it is appropriate for Three Rivers to provide 4,500 dwellings between 2001 and 2026, a target of 180 homes per year. The Council expects that housing requirements will be met through dwellings already completed, dwellings under construction and with planning permission, sites to be identified through the Site Allocations Development Plan Document and unidentified sites from within the existing urban areas (windfalls).

5.9 The current housing supply situation and progress towards meeting the Three Rivers housing target is set out in Table 1.

Table 1: Progress Made in Meeting Three Rivers Housing Targets[11]

Three Rivers Housing Target 2001-2026	4,500 dwellings
Net Completions 2001-2010	1,974 dwellings
Sites Under Construction	191 dwellings
Sites with Full Planning Permission	358 dwellings
Sites with Outline Planning Permission	20 dwellings
Total Supply	2,543 dwellings
Number of Houses that Need to be Found Land for	1,957 dwellings

5.10 It will therefore be necessary to identify land for at least 1,957 dwellings. The majority of housing supply between 2001-2026 is expected to come from within existing urban areas. However evidence from the Strategic Housing Land Availability Assessment Update (2010)[12] shows that there will not be sufficient housing capacity within existing urban areas towards the middle and end of the Plan period, but that there is potential to meet housing targets from sites both within urban areas and on the edge of urban areas.

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[11] These figures will be updated following the end of the monitoring year on 31 March
[12] Strategic Housing Land Availability Assessment Update (2010)
http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

5.11 Specific sites will be identified through the Site Allocations Development Plan Document. Identification will be in accordance with the Spatial Strategy and will be informed by the evidence base, the results of public consultation, and detailed criteria for the selection of housing sites as shown in Appendix 2.

5.12 Table 2 and Figure 6 show the Three Rivers housing trajectory. This is a forecast of how we plan to meet housing targets to 2026. The trajectory will be updated annually through the Annual Monitoring Report.

5.13 Figures for 2001-2016 are based on monitoring information and the five year land supply assessment required by Planning Policy Statement 3: Housing[13].

5.14 Beyond 2016, the Strategic Housing Land Availability Assessment Update (2010) and other evidence base information are used to project the expected proportions of sites within existing urban areas and sites on the edge of existing settlements.

5.15 In line with national policy, the housing trajectory does not include an allowance for sites that have not been identified (windfalls) coming forward in the first ten years from anticipated adoption of the Core Strategy, although it is acknowledged that these will make a contribution to housing supply in the District. Any windfalls that do come forward will be taken account of through the Annual Monitoring Report and will be counted as part of our housing supply. This will include updates to the assessment of five year land supply which will determine if and when Green Belt housing sites need to be released to meet housing requirements.

5.16 Beyond 2021, a windfall allowance has been included in the trajectory. This is on the basis that historically, conversions of between one and four houses into flats and newbuild of one or two dwellings have contributed an average of 38 dwellings a year to housing supply.

5.17 In relation to windfalls, it was not possible for the Strategic Housing Land Availability Assessment and Update to determine which houses or small pieces of land within the District will be deliverable for housing within the Plan period as this is dependent on owners' intentions. It was also not realistic to contact all owners in the District to establish whether they would consider making their land/ property available for development and to establish for each possibility whether housing would be deliverable here.

5.18 As monitoring data has shown that supply from windfalls has come from across the whole District (rather than concentrated in certain areas), it has not been possible to identify broad locations where this source is likely to contribute, further than 'within the existing urban area'.

5.19 A windfall allowance of 38 dwellings a year has therefore been included within the trajectory and is considered to be reasonable and realistic. It reflects the difficulty of identifying suitable land for development within the District which is highly constrained. The windfall allowance will be monitored annually and revised as appropriate through the Annual Monitoring Report and housing trajectory updates.

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[13] Planning Policy Statement 3: Housing
http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicy statements/planningpolicystatements/pps3/

Table 2: Three Rivers Housing Trajectory at April 2010[14]

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
a) Three Rivers Housing Target	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
b) Cumulative Three Rivers Housing Target	180	360	540	720	900	1080	1260	1440	1620	1800	1980	2160	2340	2520	2700	2880	3060	3240	3420	3600	3780	3960	4140	4320	4500
c) Completions	365	233	138	73	197	335	254	331	48																
d) Sites under construction										70	80	41													
e) Sites with planning permission										-21	152	127	99	24											
f) Sites within Existing Urban Areas											15	38	7	75	70	75	75	75	75	75	45	45	45	45	45
g) Sites on the Edge of Existing Settlements														100	102	100	100	100	100	100	60	60	60	60	60
h) Windfall Allowance																					38	38	38	38	38
i) Provision (sum of c to h)	365	233	138	73	197	335	254	331	48	49	247	206	106	199	172	175	175	175	175	175	143	143	143	143	143
j) Cumulative Completions	365	598	736	809	1006	1341	1595	1926	1974	2023	2270	2476	2582	2781	2953	3128	3303	3478	3653	3828	3971	4114	4257	4400	4543
k) Cumulative Shortfall/ Over Provision (j-b)	185	238	196	89	106	261	335	486	354	223	290	316	242	261	253	248	243	238	233	228	191	154	117	80	43

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[14] To be updated annually after 1 April and on basis of SHLAA Updates
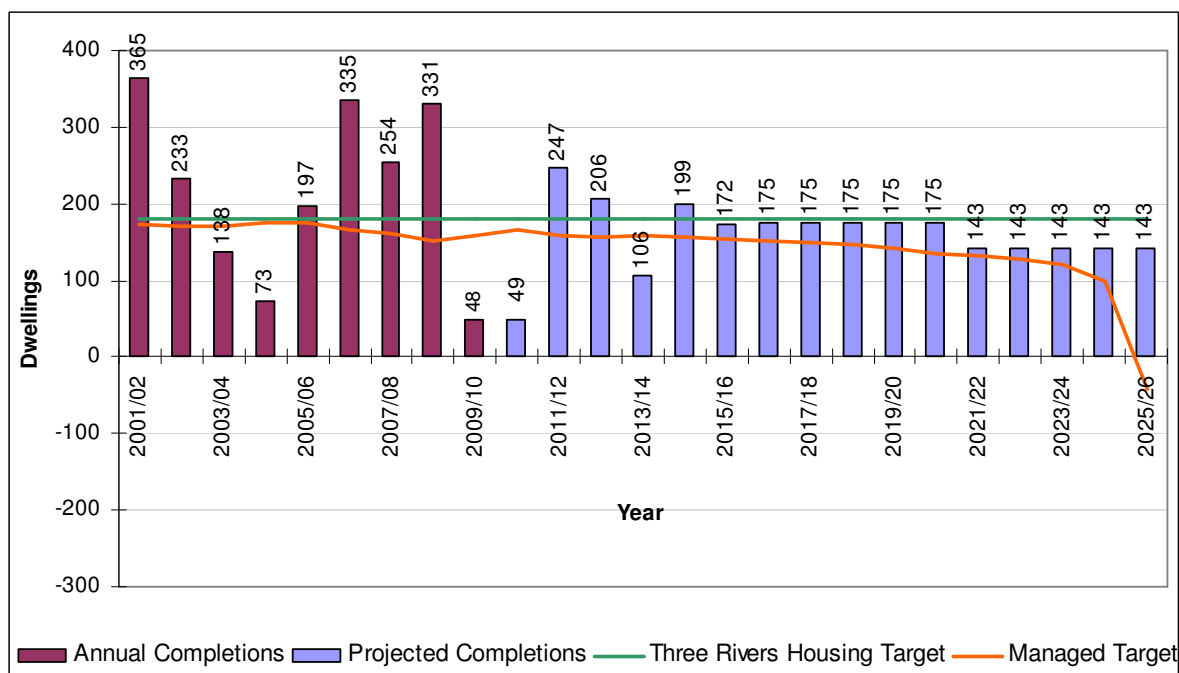
Figure 6: Three Rivers Housing Trajectory at April 2010

CP2
Housing Supply

The Council will identify sufficient land for housing in the District to meet the Three Rivers housing target of 180 dwellings per year until 2026.

Housing provision will be made primarily from within the existing urban area (approximately 75% of total housing development between 2001-2026) and also from housing sites at the most sustainable locations on the edge of existing settlements, in the Green Belt (approximately 25% of total supply between 2001-2026).

It is anticipated that approximately 60% of housing requirements will be met in the Key Centres as defined in the settlement hierarchy. This is likely to be achieved in part through significant mixed use development at Leavesden Aerodrome and through regeneration in South Oxhey.

Specific sites will be identified through the Site Allocations Development Plan Document according to the policies and parameters set out in the Core Strategy and in accordance with the Spatial Strategy and Place Shaping Policies.

In identifying sites for future development, the Site Allocations Development Plan Document will set out an indicative phasing strategy for the development of sites. This strategy will take into account the policies and parameters established through the Core Strategy and will take into account the sustainability of each site, the deliverability of housing on the site and likely infrastructure requirements. Sites which contribute better to sustainability objectives, are deliverable, and will not have infrastructure requirements that will require a long lead-in time will be phased earlier than sites that contribute less well to sustainability objectives, are not deliverable in the shorter term or require a lead-in period for infrastructure provision.

The Annual Monitoring Report will set out the latest information on housing supply, including an assessment of whether there is a deliverable five-year supply of land for housing. The phasing strategy for sites will be reviewed annually as part of the Annual Monitoring Report process. Indicative phasing of sites may be altered having regard to the Annual Monitoring Report and up-to-date information on the delivery of specific sites. This may result in sites coming forward and/or sites being set back over the Plan period.

The earlier release of identified edge of settlement sites in the Green Belt will only be considered if:
  i. The Annual Monitoring Report projects that there will not be a five year supply of land for housing
  ii. The sites can realistically be delivered in the short-term
  iii. It can be clearly demonstrated that the early release of sites will achieve significant benefits in terms of sustainability and other objectives of the Core Strategy
  iv. It does not unduly impact on other sites coming forward in accordance with the Spatial Strategy.

Amended sites will form part of the housing supply, and the housing trajectory will be adjusted accordingly. This ensures that there will be flexibility to respond to changing conditions and that there is a continuous supply of deliverable land for housing. It will also allow the delivery of infrastructure alongside new housing development, ensuring that there is not an undue burden on services and infrastructure to the detriment of existing and new householders.

The supply of housing post-2026 will need to be reassessed at a later date within the context of a review of the Core Strategy taking into account housing needs and capacity.

In assessing applications for development not identified as part of the District's housing supply including windfall sites, the Council will have regard to policies and parameters set out in the Core Strategy. Applications will be considered on a case by case basis having regard to:
  i. The location of the proposed development, taking into account the Spatial Strategy
  ii. The sustainability of the development and its contribution to meeting local housing needs
  iii. Infrastructure requirements and the impact on the delivery of allocated housing sites
  iv. Monitoring information relating to housing supply and the Three Rivers housing targets.

PROVIDING A RANGE OF TYPES AND SIZES OF HOMES TO MEET NEEDS AT AN APPROPRIATE DENSITY

5.20 In order to meet future housing needs in Three Rivers, the overall housing requirement will need to be provided as a range of housing types and sizes. Providing a balance of housing will help meet the varied needs of the community and contribute to sustainability objectives.

5.21 The Strategic Housing Market Assessment (2010) provides information on the current and future housing needs of the District. The study found that:

- The population of the District is projected to increase by 1,200 people (1.4%) by 2021 with most growth in the over 50s
- The number of households is projected to increase by 2,900 (8.5%), with increasing numbers of single-person households contributing significantly to the increase
- Owner occupation is likely to decrease as a proportion of tenure types in future.

5.22 The Assessment also looks at housing mix in terms of size of accommodation. The assessment indicates that need in the District to 2021 is for approximately:
- 1 bedroom units: 30%
- 2 bedroom units: 35%
- 3 bedroom units: 34%
- 4+ bedroom units: 1%

5.23 These proportions should form the basis for the housing mix of development proposals and provision across the District. However it is recognised that they may need to be adjusted for specific schemes to take account of market information, housing needs and preferences and specific site factors. Where adjustment to the proportions is sought, applications should explain how relevant factors have contributed to the mix of housing proposed.

5.24 With regard to housing density, the Council acknowledges that, whilst it is important to make more efficient use of land, particularly to reduce pressure on greenfield sites, this should not compromise the quality of the environment and existing residential areas in Three Rivers, some of which may fall within areas of special landscape or historic value.

CP3
Housing Mix and Density

The Council will promote high quality residential development that respects the character of the District and caters for a range of housing needs. Development will make the most efficient use of land, without compromising the quality of the environment and existing residential areas.

The Council will require housing proposals to take into account the range of housing needs, in terms of size and type of dwellings as identified by the Strategic Housing Market Assessment and subsequent updates. New development will also provide a range of house types and sizes to reflect the existing and future needs of the Three Rivers population and the characteristics of housing in the area.

This includes provision of housing for the elderly and supported and specialist accommodation which will be encouraged in suitable and sustainable locations.

Until guidance as part of an overall Design Guide Supplementary Planning Document is produced, the density of development will be considered on its merits taking into account the need to:

a) Respect density levels within existing residential areas particularly within areas of special landscape and/or historic value in the District
b) Promote higher densities in locations that are highly accessible to public transport, services and facilities.

ADDRESSING LOCAL AFFORDABILITY

5.25 Average house prices in the District are some of the highest in the country outside London. As a result, many local people have difficulty in accessing housing on the open market. This particularly affects the young and those on lower incomes who are entering the housing market. Improving the supply and standard of affordable housing is therefore one of the priorities of the Community Strategy.

5.26 Affordable housing includes:

- Social rented housing which includes rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime

- Intermediate affordable housing which includes housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy) and other low cost homes for sale and intermediate rent.

5.27 Low cost market housing is not included within the Government's definition of affordable housing.

5.28 The East of England Plan sets a target that 35% of all new residential units delivered in the region will be affordable. However, evidence shows that the need for affordable housing in the local area is very high. The Housing Needs Study (2004 update) estimated that 429 affordable dwellings would be needed each year to satisfy need. Such provision would exceed the total number of all housing types provided in the District in any year.

5.29 The Council has undertaken a more up-to-date assessment of need through the Strategic Housing Market Assessment in partnership with some of the Hertfordshire authorities in the London Commuter Belt Sub-Region. The Strategic Housing Market Assessment (2010) provides a thorough assessment of current and future housing markets and needs and the housing requirements of specific groups.

5.30 The key findings from the Assessment are that:

- The requirement for affordable housing in and around the Three Rivers area remains exceptionally high. This is largely as a result of very high house prices and rents, a constricted supply of suitable sites for all housing types and losses from the existing affordable stock through 'Right To Buy' sales
- In order to completely satisfy affordable housing requirements, all future housing supply in the district to 2021 would need to be affordable. This represents the highest requirement amongst the six authorities within the London Commuter Belt (west) sub-region
- In terms of tenure, 23% of housing to 2021 would be needed as social rented and 77% as intermediate
- When affordable housing requirements are considered across the Watford housing sub-market 22% would be needed as social rented and 52% as intermediate, giving an overall requirement for 74% of future housing supply to 2021 to be affordable.

5.31 While in overall terms, the evidence shows that there is a greater need for intermediate housing, the most urgent need within Three Rivers is for social rented affordable housing as demonstrated by the Housing Register. Providing social rented housing is therefore the priority for the District.

5.32 When considering the level and type of affordable housing requirements, it is also important to take into account economic viability considerations.

5.33 In terms of viability, the Council has also undertaken a Development Economics Study in partnership with adjoining authorities. This study assessed the economic viability of land for housing within the area, taking account of risks to delivery and likely levels of finance available for affordable housing, including public subsidy and the level of developer contribution that can reasonable be secured.

5.34 The study found that the viability of a site can vary across the District depending on:

- Its location within a high or lower house price area
- The density of development
- The nature of site
- The alternative uses available to the landowner.

5.35 The Study concludes that on average a 45% overall target for affordable housing from future housing developments across the District is achievable. It is recommended that a flexible approach be taken on a site-by-site basis, with greater amounts being sought in some higher value areas and lower amounts in lower value areas.

5.36 It also recommends that the site threshold at which targets are sought should be set at one unit to enable small sites to contribute towards affordable housing provision in the District. In the case of small sites (between one and nine dwellings) it indicates that as an alternative to on-site provision, there is a role for the requirement of commuted payments towards provision off site.

5.37 Monitoring information indicates that the majority of housing sites coming forward in recent years are for relatively small developments (just 7% of sites given planning permission for new housing development in 2007/08 were for sites of 15 or more units).

5.38 It is clear from the evidence therefore that, in order to ensure affordability in the District in any meaningful way, a step-change in policy approach and affordable housing delivery is required. This means adopting a low site threshold at which affordable housing is sought as a part of development and increasing the percentage of affordable housing as a proportion of all housing on a site.

CP4
Affordable Housing

In order to increase the provision of affordable homes in the District and meet local housing need as informed by the Strategic Housing Market Assessment, the Council will:

a) In view of the identified and pressing need for affordable housing in the District, seek an overall provision of around 45% of all new housing as affordable housing, incorporating a mix of tenures. All new development resulting in a net gain of one or more dwellings will be expected to contribute to the provision of affordable housing

b) As a guide, seek 70% of the affordable housing provided to be social rented and 30% to be intermediate

c) Allocate specific sites, at higher or lower proportions of affordable housing depending on site circumstances, location and density of development. In some cases a target of 50% or above may be appropriate. Site specific targets will be set through the Site Allocations Development Plan Document

d) Require the affordable housing provided to reflect the mix of size and type required for future housing, as identified in the Strategic Housing Market Assessment and subsequent updates and Council priorities for provision which is currently for family-sized dwellings to meet the most urgent housing needs in the District

e) In most cases require affordable housing provision to be made on site, but in relation to small sites delivering between one and nine dwellings, consider the use of commuted payments towards provision off site. Such payments will be broadly equivalent in value to on-site provision but may vary depending on site circumstances and viability

f) Permit small-scale affordable housing within and immediately adjacent to the village core areas of Sarratt and Bedmond on the basis of need through the release and allocation of Rural Exception Sites. Allocations will be made through the Site Allocations Development Plan Document.

In assessing affordable housing requirements including the amount, type and tenure mix, the Council will treat each case on its merits, taking into account site circumstances and financial viability. In calculating the percentage of affordable units to be provided as part of a development scheme, the affordable housing requirement will normally be 'rounded up' to the nearest whole number.

5.39 Where non-viability is cited as the reason for a development proposal not complying with affordable housing requirements, applicants for planning permission must support this reason with financial evidence to be submitted alongside the planning application.

5.40 The Council will produce further guidance on the provision of affordable housing in the District, in the form of an Affordable Housing Supplementary Planning Document. This will include guidance on the calculation of commuted payments from small sites and the role and use of such funds in the Council's wider housing strategy. It will be regularly updated, taking into account the findings from new research and monitoring information.

PROVIDING FOR THE NEEDS OF GYPSY AND TRAVELLER ACCOMMODATION AND TRAVELLING SHOWPEOPLE

5.41   Gypsy and Travellers and Travelling Showpeople have particular accommodation needs that require additional consideration. To ensure that members of these communities are able to access decent and appropriate housing, the Council must make provision for accommodation to meet identified needs.

5.42   The Regional Strategy sets out a target for Three Rivers to provide 15 additional pitches for Gypsies and Travellers by 2011 and a further 13 pitches by 2021. Since 2006, 15 pitches for Gypsies and Travellers have been provided through the grant of planning permission. The Council will allocate sites to meet the regional target in the Gypsy and Traveller DPD in accordance with Policy CP5. The Council acknowledges a need for 10 transit pitches in south and west Hertfordshire to complement the existing South Mimms site by 2011 and will work with neighbouring authorities to identify the most appropriate location(s) for these pitches. There is not considered to be a need for any additional plots for travelling showpeople in the District. These targets will be kept under review.

5.43   A pitch is an area of land where a Gypsy or Traveller household can reside. It typically consists of a building, a parking space and one or more caravans. The average number of caravans per pitch is currently estimated as 1.7. However this may vary depending on the size of individual families, their particular needs and the extent to which facilities are shared. A site is an area of land comprising multiple pitches and, where appropriate, communal facilities.

5.44   Any applications for pitches will be assessed on a case by case basis against the policies of the Core Strategy and other relevant guidance.

5.45   In considering the circumstances of the applicant and their need for pitches on the application site, factors which may be taken into account include (but are not limited to) family and cultural ties, employment, health and education requirements.

CP5
Gypsy and Traveller Provision

When allocating sites or considering planning applications for sites for Gypsies and Travellers or Travelling Showpeople, a criteria based approach will be used. The following criteria will be taken into account:

a) Avoid areas at risk from flooding
b) Avoid causing an adverse impact on areas of recognised wildlife, heritage or landscape importance, and on the openness of the Green Belt
c) Be in or near existing settlements with access by foot and/ or public transport to local services, including shops, schools and healthcare
d) Be well located to the highway network, with safe and convenient vehicular and pedestrian access to the site
e) Provide adequate on-site facilities for parking, storage, play and residential amenity
f) Provide adequate levels of privacy and residential amenities for occupiers and not be detrimental to the amenities of adjacent occupiers
g) The circumstances of the applicant and their need for pitches on the application site.

EMPLOYMENT AND ECONOMIC DEVELOPMENT

5.46   In order to maintain and improve the economic performance of the District, it is important to make provision for future employment and economic development alongside housing growth and protection of the environment. To provide a balance between homes and jobs, economic growth should be in broad alignment with housing development.

5.47   Economic development includes development within the B Use Classes, public and community uses, leisure and tourism uses and main town centre uses. It also includes any other development which provides employment opportunities, generates wealth or produces or generates an economic output or product. It does not include housing development.

5.48   The economy of south-west Hertfordshire (Three Rivers, Watford and Dacorum) is dominated by service industries such as those associated with motor vehicles sales and maintenance, computing, post and telecoms, construction, printing and publishing. These are the areas which offer the greatest opportunity for economic growth in the south-west Herts area in future. Three Rivers is particularly attractive to small businesses often relocating from London, and to film and media (as illustrated at Leavesden Aerodrome).

5.49   The influence of surrounding areas on the economy of Three Rivers is significant. This is demonstrated for example by the high levels of out-commuting from the District, reflecting proximity to the London job market and to other larger centres such as Watford and Hemel Hempstead.

5.50   In accordance with Planning Policy Statement 4: Planning for Sustainable Economic Growth, to complement work at the regional level, including the East of England Plan and the Regional Economic Strategy more local evidence has been used to inform the detailed requirements for land or floorspace for economic development over the plan period.

5.51   The Employment Land Study (2005) undertaken for the Districts in south-west Hertfordshire indicated that on the basis of projected growth within the area, Three Rivers cannot afford to lose any more employment floorspace within the industrial and warehousing sectors. There was however a projected over supply of offices within Three Rivers, largely as a result of existing commitments at Leavesden Aerodrome.

5.52   The Study also identified the need to retain an element of employment land in the District in order to keep a check on existing high levels of out-commuting by Three Rivers residents. There also continues to be a demand for small and medium sized units for all types of employment and it remains important to protect and provide these types of units.

5.53   A further study with other Hertfordshire authorities within the 'London Arc' was undertaken to assess the implications of the jobs growth targets which were contained within the Regional Spatial Strategy in term of land-use and employment sites within the District to 2026.

5.54   Findings indicate that Three Rivers should make provision for 2,378 additional jobs between 2006-2026. This can be broken down into Business Class activities such as offices, factories and warehousing (1,568 jobs) and non-Business Class activities such as hotels and catering, transport and communications, retailing, education and health (810 jobs).

5.55 | Across the Arc area there is evidence that the office market is affected by slow demand for space and that there is likely to remain an over supply of offices in the District, largely due to poor take up of space at Leavesden Aerodrome. The demand for industrial/warehousing is likely to remain particularly in relation to 'Smart Sheds' (high quality, flexible business space) and 'Secondary Sheds' (smaller, lower value, industrial space). The demand for 'Logistics/Big B8 sheds' (very large warehousing space) is also likely to remain in the area.

5.56 | Taking into account business job growth and the likely demand and supply for employment space, the London Arc Study predicts how much land is likely to be required in each district up to 2026. This can be broken down into offices and general industrial/ warehousing:

- In terms of office space, there is likely to be an over supply of floorspace in the order of 60,000-70,000 sq metres in Three Rivers. This is due largely to unimplemented commitments at Leavesden Aerodrome. The Study identifies Leavesden Aerodrome as having the potential long-term to become one of the more important office sites in the study area. However, given the slow uptake in office space, it should also be considered for mixed and alternative uses.
- In terms of general industrial and warehousing space, this varies according to the two scenarios used in the London Arc Study. This ranges from a surplus of around 5,000 sq metres (Scenario A) to a deficit of around 44,000 sq metres (Scenario B). The Council considers that Scenario A is the closer match to local situation in Three Rivers taking into account past floorspace per head trends, particularly in relation to warehousing space.

5.57 | Building on the Employment Land Study (2005) and the London Arc Study (2009), an Employment Land Study Update (2010) has been undertaken for Three Rivers and Dacorum councils to consider the quantity, mix and geographical spread of employment land that should be provided in each District. The Study recommends that authorities should continue to use the London Arc land provision targets.

5.58 | For Three Rivers, the Study broadly reflects the findings of earlier studies and considers that:
- There is an oversupply of office floorspace in the District. In particular, land at Leavesden does not have potential as a large scale office park and a range of uses should be permitted on the site.
- There is a slight under supply of industrial and warehousing space amounting to 3.5ha and loss of industrial and warehousing land should generally be resisted unless they are no longer attractive to the market and suitable. Where industrial and warehousing sites are lost to other uses, these should where possible be replaced. Additional land should be developed at Maple Cross to meet demand.

5.59 | The study will be used to inform the Site Allocations DPD in relation to the identification of specific employment sites within the context of other competing land uses such as residential and employment provision within neighbouring areas.

CP6
Employment and Economic Development

The Council will support development that:

a) Sustains parts of the District as attractive areas for business location
b) Provides an appropriate number of jobs to meet strategic requirements
c) Promotes skills and learning of the local workforce
d) Provides for a range of small, medium and large business premises
e) Reinforces the south-west Herts area's existing economic clusters including film, printing and publishing, telecommunications and construction
f) Further develops knowledge-based industries (including high-tech manufacturing, finance and business services, computing and Research & Development, communications and media industries)
g) Aligns economic growth with housing growth in the area in order to balance the provision of homes and jobs and reduce out-commuting
h) Retains overall levels of industrial and warehousing floorspace in the District and adopts a more flexible approach to the release of office floorspace for other uses
i) Reduces the need to travel by promoting mixed-use development, including 'live-work' units (where these can be demonstrated to be appropriate), and homeworking, whilst taking into account the need to protect existing residential amenities.

The sustainable growth of the Three Rivers economy will be supported by:

j) Continuing to focus employment use within the key employment areas within the District: Leavesden Aerodrome, Croxley Business Park, Tolpits Lane, Maple Cross/Maple Lodge, Kings Langley Employment Area, Carpenders Park West, Rickmansworth Town Centre
k) Ensuring that employment uses are accessible through a range of transport modes including by public transport
l) Supporting economic development in rural areas where this would contribute to sustainable development objectives would be consistent in scale with the rural location and would not result in harmful effects on the environment or local communities
m) Supporting opportunities for economic development in the South Oxhey area as part of plans for regeneration of the area to help address identified deprivation in the South Oxhey area in relation to access to employment, education, skills and training and income
n) Releasing office space from employment use where this is expected to be surplus to employment needs across the plan period as indicated by an up to date Employment Land Study
o) Generally retaining general industrial and warehousing space in employment use, but recognising opportunities for relocation or mixed use redevelopment of industrial and warehousing space where this would contribute to wider sustainability objectives and would not harm the overall economic performance of the District.

The Site Allocations Development Plan Document will identify sites for additional employment floorspace and the boundaries of designated employment areas. It will also

identify sites with the potential to accommodate mixed use development according to the principles set out in this policy. On the basis of current evidence, this is likely to include the introduction of residential and other uses at Leavesden Aerodrome, Kings Langley employment area and Delta Gain, and expansion of business activity at Maple Cross. These sites are indicated on the Key Diagram (Figure 5).

TOWN CENTRES AND SHOPPING

5.60 Centres within Three Rivers play an important role in supporting local communities by providing for day to day needs and contributing to the economy of the District. There is competition between centres and with larger nearby town centres at Watford, Hemel Hempstead and St Albans but thriving, vibrant and attractive town, district and local centres are important to help meet local needs of Three Rivers communities.

5.61 Watford, Hemel Hempstead and St Albans are likely to remain the primary destination for Three Rivers residents for comparison goods and should be the focus for provision of higher order retail, leisure and other services. However, the centres in Three Rivers will continue to provide an important function in meeting all types of local needs, and reducing the need to travel.

5.62 To support the management and growth of town centres and shopping, a hierarchy of centres setting out the role and relationships of centres in the area has been identified. The hierarchy is set out in Figure 7, and centres are illustrated in Appendix 3 which shows their size and relative importance.

Town Centre	
Rickmansworth Town Centre – the principal shopping and service centre in Three Rivers containing a range of facilities and services, serving a District-wide catchment area.	
District Centre	
South Oxhey **Abbots Langley** **Chorleywood**	centres comprising a varied but more limited range of shops and services and serving a smaller catchment area.
Local Centres	
Croxley Green (Watford Road) **Mill End (Money Hill Parade)**	smaller centres serving more local needs.
Local Shops	
A range of **local** shopping parades, groups or individual shops distributed throughout the District normally serving very local convenience needs.	

Figure 7: Hierarchy of Retail Centres

5.63 The Town, District and Local centres provide essential services for local communities and can help reduce the need to travel by providing retail, community facilities and a range of services, as well as local employment opportunities.

5.64 Although variety and provision is more limited, local shops or services, particularly in villages, also play an important role in maintaining sustainable communities.

5.65 Each centre can be further broken down by area according to the level of retail activity and importance within those areas. The larger centres contain both 'Primary' and 'Secondary' frontages; Primary frontages are generally located within the core parts of the centres, with Secondary frontages on the edges. Retail centre boundaries and the Primary and Secondary shopping frontages within these will be considered and allocated through the Site Allocations Development Plan Document.

5.66 | The quality of shopping provision in the District is generally good, although the Council is aware that some centres need environmental enhancements to maintain and/or improve the appearance and vitality of local shopping centres across the District. Recent enhancements have been made to Tudor Parade, Mill End and Baldwins Lane, Croxley Green. The Council will continue with its programme of enhancements to retail parades.

5.67 | It is necessary to provide sufficient sites to meet identified needs for town centre uses and to meet local day-to-day needs. The Retail Capacity Study (March 2007) has assessed the need to plan for additional retail floorspace within Three Rivers over the coming years.

5.68 | On the basis of projected expenditure by shoppers, the ability of existing centres to retain and attract shoppers (market shares) and the population changes anticipated up to 2021, the Study found two main conclusions for the District as a whole:

- There is likely to be an over supply in relation to convenience goods (food shopping) in the order of 450 square metres to 2021. Whilst this means that no further large-scale supermarkets are needed in the District over the next 10 years or so, it does not prevent smaller-scale local convenience stores being considered within the key settlements where there is a particular local need and where such provision will reduce journeys to centres further away.
- There is likely to be an under supply in relation to comparison goods (non-food retail such as clothes, footwear, electricals etc.) The predicted deficit is around 2000 square metres to 2021. If this came forward, it would represent an increase of 10.7% in total retail floorspace that currently exists, or is planned, within the District up to 2021.

CP7
Town Centres and Shopping

Where there is an identified need for new town centre development, Town and District centres will be the focus for this development. Retail development will specifically be directed to within the Primary Frontages of these centres.

Proposals for new town centre and shopping development will be considered taking into account:

a) The location of the proposed development with preference given to centrally located and accessible areas, served by a range of transport modes including public transport
b) The impact of development on the viability and vitality of existing centres and local shops
c) The appropriateness of the type and scale of development in relation to the centre and its role, function, character and catchment area.

The hierarchy of retail centres and their established character and diversity will be maintained through:

d) Protecting and enhancing the vitality and viability of the retail cores of the town and district centres by generally resisting the loss of Class A1 retail uses particularly within their Primary Frontages
e) Promoting uses which are complementary to the Primary Frontages, normally

within adjoining Secondary Frontages

f) Taking account of the contribution of non-retail uses to the vitality and viability of centres, having regard to market conditions and impacts on local amenity

g) Protecting and enhancing existing Local Centres and other local shops which cater for local day-to-day needs

h) Resisting any future out-of-town retailing that would adversely affect existing centres.

Projected increases in expenditure and population will be accommodated and should be spread between all centres so that each becomes increasingly self-sufficient in the provision for day-to-day needs, so reducing the need to travel.

This means providing additional comparison (non-food) floorspace, equating to a net gain of around 2,000 square metres by 2021. The target provision over forthcoming five-year periods will be broadly as follows:

i) 1050 square metres by 2016

j) 950 square metres between 2016- 2021.

These targets will be reviewed regularly and amended in light of new evidence in relation to forecast expenditure and population. Proposals that would result in provision over and above these targets will be considered on their merits taking into account their appropriateness in scale and function to the relevant centre.

With regard to convenience (food) shopping:

k) Proposals for any major convenience (food) floorspace (over 1,000sq metres) over the Plan period will generally be resisted

l) Smaller scale local convenience stores coming forward will be considered on their merits taking into account the criteria listed above.

INFRASTRUCTURE AND PLANNING OBLIGATIONS

5.69 The timely provision of infrastructure, to ensure that existing and new communities are able to access services that they require and minimise the need to travel is a key component in the delivery of the Spatial Strategy and ensuring the sustainability of the District.

5.70 Infrastructure covers a range of services and facilities and may include social infrastructure (such as health, education, community, leisure and cultural and faith facilities), physical infrastructure (such as transport and utilities) and Green Infrastructure (such as parks and open spaces). Green Infrastructure and infrastructure for transport and travel are key components of infrastructure provision and are dealt with in more detail under Core Policy 9 and Core Policy 10.

5.71 Planning for infrastructure requires joint working with infrastructure providers in both the public and private sector to ensure delivery. Ongoing dialogue with infrastructure providers, such as the Local Strategic Partnership and utility companies, is essential to plan for infrastructure needs and help shape the District. The Local Development Framework plays a key role in co-ordinating provision to ensure that it meets current and future demands.

5.72 There is concern in the District that in the past, provision of infrastructure has not kept pace with new development, leading to communities experiencing difficulty in accessing the services and facilities they need.

5.73 To support the delivery of the Core Strategy in Three Rivers and ensure that future development does not create more problems for communities in accessing services, an Infrastructure Delivery Plan has been produced[15]. This plan establishes what additional infrastructure is required to support the planned increase in new homes and jobs and the projected population growth in the District up to 2026. The Plan is informed by the Hertfordshire Infrastructure and Investment Strategy which provides a strategic view of infrastructure provision across Hertfordshire.

5.74 The Infrastructure Delivery Plan is accompanied by an Infrastructure Delivery Schedule. This is included in the Core Strategy as Appendix 4, and will be updated annually through the Annual Monitoring Report reflecting changes to both requirements and provision.

5.75 The Infrastructure Delivery Plan provides the basis for planned investment in infrastructure, including contributions from developers through Section 106 agreements or any future Community Infrastructure Levy. More detailed work will be required to establish appropriate charging regimes.

5.76 The Infrastructure Delivery Plan also highlights where there may be a need to allocate land required for infrastructure through the Site Allocations Development Plan Document.

5.77 The Council negotiates with developers, through the use of planning obligations, to contribute towards infrastructure as part of relevant development proposals. This includes:

- Affordable housing
- Open space
- Sports and recreation facilities
- Site-specific matters.

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[15] Infrastructure Delivery Plan (2010) http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

5.78   Hertfordshire County Council is responsible for negotiating planning obligations with developers in respect of contributions to the following areas:

- Sustainable Transport
- Education (nursery, primary and secondary)
- Libraries
- Youth facilities
- Child care
- Fire and rescue services
- Adult care facilities (special needs accommodation and other services)
- Other matters such as economic development, archaeology, waste facilities, green infrastructure and key worker housing.

5.79   The Council will continue to work with the County Council and infrastructure providers to ensure that sufficient infrastructure is provided.

5.80   Contributions to other forms of infrastructure, for example to make provision for health facilities, policing, utilities including water supply, waste water capacity and gas and electricity supply or for the enhancement of heritage assets may also be required depending on the scale, location and type of development.

5.81   In relation to utilities infrastructure the Council will seek to ensure that there is adequate capacity to serve all new developments. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem and no improvements are programmed by statutory undertaker, the Council will require the developer to fund appropriate improvements which must be completed prior to occupation of the development.

5.82   In dealing with infrastructure and all other requirements that are necessary to enable development to proceed, the Council will seek to enter into planning obligations with developers to address site specific issues related to the form and type of development.

5.83   The type and scale of infrastructure required, or in some cases a contribution towards it, will continue to be determined on a case-by-case basis using guidance and formulae. For example, contributions towards open space, amenity and children's play facilities are set out in the Council's Supplementary Planning Document (SPD). Contributions that are sought by the County Council are calculated using the Hertfordshire 'Toolkit' guidance document (2008). This is based on a tariff approach and contributions are calculated on a property-by-property basis.

5.84   The Community Infrastructure Levy will be a new charge which local authorities will be empowered but not required to charge on most types of new development. The proceeds of the Levy will be spent on local and sub-regional infrastructure to support the development of the area. Local authorities have the option to use the Community Infrastructure Levy from April 2010.

5.85 | An Infrastructure and Obligations Supplementary Planning Document will be produced setting out further guidance on the key infrastructure requirements for the District, how and when contributions will be sought and how levels of contributions will be determined.

CP8
Infrastructure and Planning Obligations

Development will provide, or make adequate contribution towards, infrastructure and services to:
   a) Make a positive contribution to safeguarding or creating sustainable, linked communities
   b) Offset the loss of any infrastructure through compensatory provision
   c) Meet ongoing maintenance costs where appropriate.

In relation to utilities infrastructure (water supply, waste water capacity, electricity supply and gas supply), developers will be required to demonstrate that:

   d) Either adequate capacity exists on and off sites to serve development and that development would not lead to problems for existing users, or
   e) Extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected. This may require developers to fund appropriate improvements where there are capacity problems and no improvements are programmed by the statutory undertaker. These should be completed before occupation of the development.

Infrastructure provision will take full account of the Council's priorities for infrastructure, services and facilities, including those identified in the Infrastructure Delivery Plan and Infrastructure Delivery Schedule. This will contribute to the infrastructure necessary to support growth in the area.

We will continue to work in partnership with the County Council and other Districts to develop a Community Infrastructure Levy (CIL). In the meantime and in the event that CIL is not progressed the Council will continue to use existing procedures and arrangements in relation to developer contributions. These include standard charges and formulae to calculate indicative contributions and to seek on-site provision of the required facilities each time a dwelling or commercial site is developed.

Detailed charges and formulae are set out in the Council's supplementary planning documents (for example 'Open Space, Amenity and Children's Play Facilities, 2007) and other guidance documents as appropriate including Hertfordshire County Council's 'Planning Obligations Guidance – Toolkit for Hertfordshire' (2008). Further guidance will also be set out in future Infrastructure and Obligations Supplementary Planning Document and Green Infrastructure and Landscape Supplementary Planning Document.

Applications for development will be considered on a case-by-case basis to allow individual site circumstances to be reflected where appropriate.

GREEN INFRASTRUCTURE

5.86   Green Infrastructure refers to networks of green spaces and natural elements, including open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, heritage assets, earth science interests and open countryside. It provides for multi-functional uses, for example providing landscape, wildlife, recreational and cultural experiences, and can play a key role in adapting to and mitigating climate change, including through the provision of Sustainable Drainage Systems. The Council will plan for Green Infrastructure in partnership with neighbouring local authorities, the County Council, relevant interest groups and landowners.

5.87   Green Infrastructure can support existing and new communities and provides multiple benefits for the economy, the environment and people, and should be planned, delivered and managed in a coordinated and consistent manner across the District with an appropriate level of investment to promote these benefits. Green Infrastructure may particularly provide opportunities for biodiversity gain by linking habitats and creating corridors allowing response to climate change.

5.88   The aim in planning for Green Infrastructure is to create, extend and enhance existing linked networks, whilst ensuring appropriate management and maintenance.

5.89   Green Infrastructure is important at all scales. It will inform the Site Allocations Development Plan Document and will be considered in assessing applications for new development.

5.90   The Council has conducted an Open Space Study Update (2010)[16] and has produced a Green Infrastructure background paper (2010) which identifies the key assets for Green Infrastructure in the District, existing and potential linkages between these and links to surrounding areas. These assets are illustrated in Appendix 5.

5.91   The key Green Infrastructure assets in Three Rivers include:
   • The corridors of the Rivers Chess, Colne and Gade and the Grand Union Canal
   • the Chilterns Area of Outstanding Natural Beauty
   • the District's Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites key biodiversity areas and priority habitats and species identified by the Hertfordshire Biodiversity Action Plan
   • the Colne Valley Park.

5.92   These are important Green Infrastructure assets within the District into which other assets link through the identified Green Infrastructure corridors. However, these are not the only important elements for Green Infrastructure within and around the District, and open spaces, woodlands and other spaces may also be significant.

5.93   The Council is working with the County Council and Natural England to produce a suite of compatible district-scale plans in parallel with a county plan that highlights strategically important Green Infrastructure, and a more detailed local strategy taking into account standards for accessible open and green space. These will inform the production of a Green Infrastructure and Landscape Supplementary Planning Document which will also include an updated landscape strategy for the District.

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[16] Open Space Study Update (2010) http://www.threerivers.gov.uk/Default.aspx/Web/EvidenceBase

5.94   The Infrastructure Delivery Plan and Schedule includes some specific schemes that will contribute to Green Infrastructure in the District. These will be updated annually through the Annual Monitoring Report.

CP9
Green Infrastructure

The Council will seek a net gain in the quality and quantity of Green Infrastructure, through the protection and enhancement of assets and provision of new green spaces.

Priorities for Green Infrastructure focus on conserving and enhancing the following key assets and the linkages between them which are illustrated in Appendix 5:

a) the corridors of the Rivers Chess, Colne and Gade and the Grand Union Canal
b) the Chilterns Area of Outstanding Natural Beauty
c) the Colne Valley Park
d) the District's Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites, key biodiversity habitats, species and areas identified in the Hertfordshire Biodiversity Action Plan and heritage assets and landscape character within areas of Green Infrastructure.

It is also important to improve connectivity between key assets through the establishment of linked and coherent networks and corridors of green spaces and sustainable transport links.

More detailed ongoing work will inform future priorities for Green Infrastructure in Three Rivers and will be included within the Green Infrastructure and Landscape Supplementary Planning Document.

The Council will require new development to contribute to the delivery of new Green Infrastructure and the management of a linked network of new and enhanced open spaces and corridors.

Development will not compromise the integrity of the Green Infrastructure network, by causing fragmentation, damage to, or isolation of Green Infrastructure assets including natural habitats and species.

TRANSPORT AND TRAVEL

5.95 The Government's priorities for transport set out in Planning Policy Guidance 13: Transport and Planning Policy Statement 1: Delivering Sustainable Development are to promote more sustainable transport choices, to promote access and to reduce the need to travel.

5.96 Three Rivers is well served by communication links. However, car ownership levels are high and car usage increasingly dominates patterns of movement in the District. Traffic levels in the District are forecast to grow by 21% by 2021. Increased congestion and car use could undermine the economic growth of the District and harm the quality of the environment and social well-being.

5.97 Meeting the transport needs of Three Rivers effectively is of paramount importance in delivering the Core Strategy's Spatial Strategy and contributing to the sustainability of the District. The Infrastructure Delivery Plan identifies specific transport schemes that will contribute to meeting transport needs and the sustainability of the District, including transport infrastructure necessary to deliver the levels of growth required in the District. Transport needs have been identified through the Local Transport Plan 2006/07-20011/12, the South West Herts Transportation Strategy (2004 and updated as South West Herts Transportation Plan 2008), the Bus Network Strategy Review (2006), Intelligent Transport Systems Strategy (2008), The Hertfordshire Infrastructure and Investment Strategy (2009) and responses to public consultation. They are illustrated in Appendix 6.

5.98 While Three Rivers District is not responsible for the transport network, the location of new development may have a significant impact on the transport and travel network and on travel choices. The Spatial Strategy seeks to direct development to the areas with greatest access to public transport, services and facilities, which should contribute to reducing the need to travel and journey lengths, and enable the use of public transport, walking and cycling as alternatives to the car.

5.99 The Council will also work with Hertfordshire County Council, the Highways Agency and other transport providers to provide a co-ordinated and enhanced transport system which improves connectivity and transport services to and between settlements within Three Rivers, to town centres in surrounding areas, and to London. In this context, important projects include the Croxley Rail Link, Watford Junction improvements and the Watford Health Campus.

CP10
Transport and Travel

The Council will promote transport measures identified in the Infrastructure Delivery Plan in partnership with Hertfordshire County Council, the Highways Agency and transport providers.

Development proposals will be expected to contribute to the delivery of transport and travel measures identified as necessary for the development, either on-site as part of the development or through contributions to off-site provision as appropriate. Provision for interchange and access by public transport, walking and cycling will be regarded as particularly important.

Every opportunity will need to be taken to integrate means of travel. The following transport

and travel measures will be supported at appropriate locations across the District, and development will need to consider the provision of measures and facilities that encourage integration including:

a) Secure cycle parking
b) A safe network for pedestrians
c) Taxi ranks
d) A layout to enable convenient access for buses
e) Provision of covered waiting facilities
f) Improvements to transport hubs within and including the provision of Mobi-Hubs where appropriate
g) Links to and from the Grand Union Canal towpath
h) Links to and from railway stations.

The transfer of road freight to railways and canals in the District will be supported in principle, subject to the provision of a full Transport Assessment and the provisions of all other relevant local, regional or national policies, including an assessment of impact on the environment and amenity.

Development proposals

All development should be designed and located to minimise the impacts of travel by motor vehicle on the District. In particular, major development will be expected to be located in areas highly accessible by the most sustainable modes of transport, and to people of all abilities in a socially inclusive and safe manner, in accordance with the user hierarchy below. Priority will be given in the following order:

i. Pedestrians, particularly people with restricted mobility
ii. Cyclists and where appropriate, horse riders
iii. Public transport (including taxis)
iv. All forms of motor vehicles.

Development will need to demonstrate that:

i) It provides a safe and adequate means of access
j) It is appropriate in scale to the existing transport infrastructure, including public transport and, where necessary, infrastructure can be improved
k) It is integrated with the wider network of transport routes, including public rights of way and cycle paths where appropriate
l) It makes adequate provision for all users, including car and other vehicle parking, giving priority to people with mobility difficulties, pedestrians, cyclists and equestrians
m) It includes, where appropriate, provision for public transport either within the scheme or through contributions
n) The impact of the proposal on transport has been fully assessed; for major development this should be done through a comprehensive Transport Assessment detailing the measures that will be used to reduce impacts
o) The proposal is accompanied by a draft Green Travel Plan for prospective users and employees of the development for all major development.

5.100 Matters relating to operational car parking and standards will be covered within the Development Management Policies Development Plan Document. Until standards are reviewed, the Council will continue to apply existing standards in accordance with the saved policies of the Three Rivers Local Plan. Further guidance on transport issues for development is included in the 'Manual for Streets' and 'Roads in Hertfordshire' design guides.

GREEN BELT

5.101   Green Belt designation covers 77% of the area of Three Rivers. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. Within the Green Belt, there is a general presumption against inappropriate development which should not be approved except in very special circumstances.

5.102   The East of England Plan aims to reconcile growth in the region with the protection of the environment and the general extent of the Green Belt. It does not identify Three Rivers as an area requiring strategic review of the Green Belt. Protection of the Green Belt and open countryside is a key objective of the Three Rivers Core Strategy. However, the Green Belt boundary is tightly drawn around urban areas, and local evidence has demonstrated that future development needs cannot be accommodated entirely within the urban area.

5.103   Therefore, as set out in the Spatial Strategy, while the main focus for development in the District will be the main urban areas, there is also a need for some minor adjustments to the Green Belt boundary to accommodate growth in the most sustainable locations on the edge of existing settlements. Boundary changes are expected to provide land for housing and employment development and may also provide land for one or possibly two new reserve secondary school sites in the Rickmansworth Area, depending on the outcome of Hertfordshire County Council work on the potential to expand existing secondary school provision in the South West Hertfordshire area.

5.104   Detailed changes to the established Green Belt boundary will be made through the allocation of land for development by the Site Allocations Development Plan Document and are anticipated to result in a loss of no more than 1% of the area designated as Green Belt in the District. This is expected mainly as a result of new housing development on the edge of settlements in accordance with the Spatial Strategy.

5.105   While future development needs may require adjustment of Green Belt boundaries, the Local Plan also identifies two Major Developed Sites in the Green Belt at Leavesden Aerodrome and Maple Lodge Sewage Treatment Works. This designation acknowledges that development in these areas may be necessary over the Plan period for strategic and operational reasons. In this regard Major Developed Site in the Green Belt status for Maple Lodge Sewage Treatment Works will be retained.

5.106   With regard to Leavesden Aerodrome, the Council recognises the importance of the site in meeting future housing and employment needs as shown by the recent planning application to extend Leavesden Studios and previous public consultation on allocating housing development at the site. The Major Developed Site in the Green Belt status currently limits the scope to achieve both the extension to the Studios and development for housing and associated community uses. Therefore in order not to compromise the ability of the site to contribute to future development needs, the Council will review the Green Belt designation and Major Developed Site status as part of the Site Allocations Development Plan Document.

CP11
Green Belt

The Council will:

a) Maintain the general extent of the Metropolitan Green Belt in the District

b) Where appropriate, make minor revisions through the Site Allocations Development Plan Document to the detailed Green Belt boundaries around the main urban area, to accommodate development needs, as detailed in the Spatial Strategy and Place-Shaping Policies.

c) Retain 'Major Developed Site in the Green Belt' status for Maple Lodge Sewage Treatment Works

d) Review 'Major Developed Site in the Green Belt' status in relation to Leavesden Aerodrome, having regard to the important contribution the site is expected to make to meeting needs for housing and employment

e) Encourage appropriate positive use of the Green Belt and measures to improve environmental quality.

There will be a general presumption against inappropriate development that would not preserve the openness of the Green Belt, or which would conflict with the purpose of including land within it.

DESIGN OF DEVELOPMENT

5.107　Design of development can have a significant impact on individual buildings or spaces, as well as the wider 'public realm' including streets, town centres, parks and open spaces. The promotion of high quality and sustainable design are important in contributing to the Vision for Three Rivers in the future, and meeting Council and community objectives to improve the environment, deal with crime and anti-social behaviour and reduce, reuse and recycle waste.

5.108　Currently, the Council has a range of detailed guidance for the design of development but this is contained in a number of separate documents. The Council will produce a Design Supplementary Planning Document, which will bring together and update design guidance for the District to provide comprehensive guidance for new development. The Design Supplementary Planning Document will incorporate and/or make reference to relevant parts of the following:

- Residential development and extensions (Appendix 2 in the Local Plan)
- Various design guidance relating to Conservation Areas
- Design modules in Building Futures: A Hertfordshire Guide to Promoting Sustainability in Development
- Extensions to Dwellings in the Green Belt Supplementary Planning Guidance
- Design of Open Space within the Open Space, Amenity and Children's Play Space Supplementary Planning Document
- Chilterns Area of Outstanding Natural Beauty Design and Material Guides
- Shopfront Design Guide
- Roads in Hertfordshire - Highway Design Guide.

5.109　It will also have regard to good design principles as prescribed by the Commission for Architecture and Built Environment for example 'Building for Life' standard and others, and the distinctive character of towns and villages.

CP12
Design of Development

In seeking a high standard of design, the Council will expect all development proposals to:

a) Have regard to the local context and conserve or enhance the character, amenities and quality of an area
b) Conserve and enhance natural and heritage assets
c) Protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space
d) Make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and use of materials
e) Build resilience into a site's design taking into account climate change (for example flood resistant design)
f) Use innovative design to reduce energy and waste and optimise the potential of the site
g) Ensure buildings and spaces are, wherever possible, orientated to gain benefit from sunlight and passive solar energy
h) Design out opportunities for crime and anti-social behaviour through the

incorporation of appropriate measures to minimise the risk of crime and create safe and attractive places

i) Incorporate visually attractive frontages to adjoining streets and public spaces

j) Ensure all appropriate frontages contain windows and doors that assist informal surveillance of the public realm

k) Use high standards of building materials, finishes and landscaping; also provide/contribute towards street furniture and public art where appropriate

l) Ensure the development is adequately landscaped and is designed to retain, enhance or improve important existing natural features; landscaping should reflect the surrounding landscape of the area and where appropriate integrate with adjoining networks of green open spaces

m) Make a clear distinction between public and private spaces and enhance the public realm

n) Ensure that places, spaces and buildings are accessible to all potential users, including those with mobility difficulties

o) Provide convenient, safe and visually attractive areas for the parking of vehicles and cycles without dominating the development or its surroundings

p) Be durable and, where practical, buildings should be capable of adapting to other uses and functions in order to ensure their long-life.

Detailed design guidance and standards will be provided in the Three Rivers Design Guide Supplementary Planning Document.

MONITORING AND DELIVERY FRAMEWORK

5.110 Regular and continuous monitoring and review are key aspects of the new planning system and are necessary to ensure that the Core Strategy remains relevant and responds to changing needs and circumstances locally, regionally and nationally.

5.111 Monitoring of the Core Strategy will be undertaken through the Annual Monitoring Report submitted to the Government by the end of each December and will:
- Report on progress on policies in the Core Strategy and related targets, including any relevant national and regional targets
- Highlight any unintended significant effects of implementation on social, environmental or economic objectives
- Provide reasons and any appropriate actions where policies and targets are not being met or where there are unintended effects
- Indicate how infrastructure providers have performed against the Infrastructure Delivery Schedule and reprioritise any previous assumptions made regarding infrastructure delivery.

5.112 To support monitoring of the Core Strategy and identify where the strategy or policies are not being delivered, the Council has developed a monitoring Framework (Appendix 7). This framework includes Government specified 'core' and 'national' indicators, sustainability appraisal indicators, and local indicators. It contains targets linked to policy objectives, which may lead the Annual Monitoring Report to identify potential actions where policies and targets are not being met.

5.113 Flexibility has been incorporated into the Core Strategy to allow it to respond to issues highlighted through monitoring without requiring a full review of the Core Strategy. For example, monitoring of the supply of land for development will inform the phasing and release of land to ensure that there is a continuous supply of deliverable land and that Regional targets will be met. In relation to land for housing, 'trigger points' have been established (Policy CP2) regarding the release of Green Belt sites on the edge of settlements.

5.114 Monitoring of development that has taken place and is expected to come forward in future will also inform planning for infrastructure. This will ensure that requirements are highlighted and appropriate infrastructure is provided alongside new development. This should prevent an undue burden on services and infrastructure to the detriment of existing and new communities.

5.115 The Infrastructure Delivery Plan specifically identifies risks to the delivery of infrastructure and contingencies to deal with these risks as required.

5.116 The Strategic Housing Land Availability Assessment Update (2010) includes measures that could be taken to 'unblock' sites not currently considered to be deliverable. These measures may include, for example, land assembly or infrastructure provision. Where market conditions affect the supply of land for new development, the Council will look to facilitate development and increase the supply of land particularly in respect of increasing the supply of affordable housing.

5.117   To ensure effective and timely delivery of the Core Strategy, the Council will work with others including the Local Strategic Partnership, infrastructure providers, local housing partnerships, other local authorities as well as with developers and landowners.

5.118   It is acknowledged that some changing conditions may be so significant so as to require a review of the Core Strategy, for example through changes to the Development Plan and/or to national policy. If this does become a requirement, it will be highlighted through the Annual Monitoring Report.

CP13
Monitoring and Delivery

The Council will ensure that key components of development and growth in the Core Strategy can be delivered through:

a) The effective and timely release of land and provision of the necessary and supporting infrastructure, services and facilities
b) A robust monitoring framework to respond to changes in circumstances.

The Council will seek to achieve this by:

c) Working with a range of partners such as the Local Strategic Partnership, infrastructure and service providers, environmental bodies and interest groups to identify and provide the necessary improvements to infrastructure, services and facilities
d) Co-ordinating and integrating delivery with the implementation of the Three Rivers Community Strategy and funding opportunities
e) Ensuring a continuous supply of deliverable housing by preparing and updating a Strategic Housing Land Availability Assessment in conjunction with the development industry and housing suppliers
f) Regularly monitoring and reviewing policies, proposals and related targets to ensure that they:
     i.   Are effectively contributing towards the delivery of the Core Strategy's Spatial Vision, Strategic Objectives and Spatial Strategy
     ii. Are consistent with up-to-date national and regional policy
     iii. Can respond effectively to change.

Effective monitoring will be achieved by focusing on a key set of indicators (as set out in **Appendix 7**).

APPENDICES

APPENDIX 1: SCHEDULE OF SAVED POLICES IN THE THREE RIVERS LOCAL PLAN (2001) SUPERSEDED BY CORE STRATEGY POLICIES

Adopted Local Plan Policies to be replaced		Core Strategy Policies that will replace them	
Policy	Subject	Policy	**Subject**
General Development Policies			
GEN.1	Making Development More Sustainable	**CP1**	**Overarching Policy on Sustainable Development**
GEN.1a	General Location of Development	**PSP1**	**Development in the Principal Town**
		PSP2	**Development in the Key Centres**
		PSP3	**Development in Secondary Centres**
		PSP4	**Development in Villages**
		CP1	**Overarching Policy on Sustainable Development**
		CP2	**Housing Supply**
GEN.2	Location of Major Development	**PSP1**	**Development in the Principal Town**
		PSP2	**Development in the Key Centres**
		PSP3	**Development in Secondary Centres**
		PSP4	**Development in Villages**
		CP1	**Overarching Policy on Sustainable Development**
		CP2	**Housing Supply**
		CP10	**Transport and Travel**
		CP11	**Green Belt**
GEN.6	Provision of Utilities and Services	**CP8**	**Infrastructure and Planning Obligations**
		CP12	**Design of Development**
GEN.8	Planning Obligations	**CP8**	**Infrastructure and Planning Obligations**
Natural environment and Resources			
N.6	Water Supply and Sewerage Infrastructure	**CP8**	**Infrastructure and Planning Obligations**
Green Belt			
GB.2	Leavesden Studios Site	**CP11**	**Green Belt**
Design			
D.2	Energy Efficient Building Forms	**CP1**	**Overarching Policy on Sustainable Development**
		CP3	**Housing Mix and Density**
		CP12	**Design of Development**
D.3	Energy Efficient Layout	**CP12**	**Design of Development**
D.8	Design for Safety and Security	**CP1**	**Overarching Policy on Sustainable Development**
		CP12	**Design of Development**
D.9	Access for the Disabled	**CP1**	**Overarching Policy on Sustainable Development**
		CP12	**Design of Development**

Housing				
H.1	Residential Land Supply	CP2	**Housing Supply**	
		PSP1	**Development in the Principal Town**	
		PSP2	**Development in the Key Centres**	
		PSP3	**Development in Secondary Centres**	
		PSP4	**Development in Villages**	
H.4	Dwelling Mix and Density	CP3	**Housing Mix and Density**	
		CP12	**Design of Development**	
H.6	Affordable and Special Needs Housing	PSP1	**Development in the Principal Town**	
		PSP2	**Development in the Key Centres**	
		PSP3	**Development in Secondary Centres**	
		PSP4	**Development in Villages**	
		CP1	**Overarching Policy on Sustainable Development**	
		CP3	**Housing Mix and Density**	
		CP4	**Affordable Housing**	
H.7	Rural Affordable Housing	PSP4	**Development in Villages (Bedmond, Sarratt)**	
		CP4	**Affordable Housing**	
H.8	Specialist Residential Accommodation	CP3	**Housing Mix and Density**	
H.9	Home Working	CP1	**Overarching Policy on Sustainable Development**	
		CP6	**Employment and Economic Development**	
Employment and Economic Development				
E.1	New Development for Employment	PSP1	**Development in the Principal Town**	
		PSP2	**Development in the Key Centres**	
		PSP3	**Development in Secondary Centres**	
		PSP4	**Development in Villages**	
		CP1	**Overarching Policy on Sustainable Development**	
		CP6	**Employment and Economic Development**	
E.4	Small Business Units	CP6	**Employment and Economic Development**	
		CP10	**Transport and Travel**	
		CP12	**Design of Development**	
Town and Local Shopping Centres				
S.6	Retail Development Outside Existing Shopping Centres	CP7	**Town Centres and Shopping**	
		CP12	**Design of Development**	
Transport and Movement				
T.1	Transportation Interchanges	CP10	**Transport and Travel**	
T.2	Passenger Transport and New Development	CP10	**Transport and Travel**	
T.3	Croxley Link and Crossrail	CP10	**Transport and Travel**	
T.5	Transfer of Road Freight to Rail and Water	CP10	**Transport and Travel**	
T.11	Walking	CP1	**Overarching Policy on Sustainable Development**	
		CP10	**Transport and Travel**	

HOUSING SITE SELECTION CRITERIA

The Council has prepared criteria for the selection of housing sites. These have been developed through earlier public consultation on the Core Strategy and link in closely with the sustainability appraisal process. The approach is set out below:

Scoring
For every site/area being considered a score of 1-10 will be allocated where 1 reflects where a site/area scores poorly in relation to the Criteria and 10 where it reflects very highly.

Each site/area will be assessed and scored in turn against each of the Criteria in Table 2 below and all of the scores derived for each Criterion will be added up to give an overall score for each site/area. The general approach is that those sites/areas with the highest overall scores will be considered as those with the most potential for future housing development. Those with the lowest scores will be eliminated and not considered further.

The scoring will be carried out as objectively as possible taking into account the location of the site/area in relation to the Criterion/Constraint and potential impact. GIS mapping systems will be used to help with the process to measure distances in this regard. In some cases, for a site/area to score highly it is better to be further away from a Criterion (e.g. an environmental designation such as a Site of Special Scientific Interest) but in others it is better to be located closer to services (e.g. a rail station or health facility). The distances specified will vary according to the Criteria and what is considered 'reasonable' distances in relation to each. They have been derived from standards used in national, regional and local planning policy and/or Sustainability Appraisals.

Weighting
Once scores for each Criterion have been ascertained (this will range from between 1 and 10), they will be multiplied by a factor of between 1 and 5 depending on how important that Criterion is in relation to permitting development in an area. All the Criteria identified are important but it is necessary to distinguish between degrees of importance in this exercise. The five different categories of Weighting are set out in Table 1 below.

It should be noted that whilst the criteria and score of how well a site performs in relation to the range of planning and sustainability criteria will inform the Council's decision on the site, in coming to a final decision the Council will consider each site on its merits and take into account site specific circumstances. It may not be the case that higher scoring sites will automatically be taken forward and that lower scoring sites will not be taken forward.

Table 1: Weighting Applicable to Criteria

Weighting	Multiplication Factor	Explanation
Most Important	X 5	Criteria with this weighting are of the highest importance and will relate to environmental or landscape designations of the highest national order (Green belt, AONB, SSSI) and where development could have the greatest impact.
Very Important	X4	Criteria with this weighting are very important and will relate to regionally important environmental designations such as Local Nature Reserves as well as considerations such as flood risk and urban conservation. Whilst very important, it may however be possible to mitigate or reduce the impact of development in relation to these criteria through design/ siting and/or environmental enhancement measures.
Important	X3	Criteria with this weighting are of some importance and will relate to environmental designation of local importance such as Wildlife sites and access to a range of local services. It will often be possible to mitigate or reduce the impact of development in relation to these criteria through design/ siting and/or environmental enhancement measures and by improving accessibility to local services or facilities through on site provision or nearby.
Significant	X 2	Criteria with this weighting are also significant in relation to others and will relate to Criteria where the direct impact of development is likely to be more easily controlled through development. For example where a site affects a site of archaeological importance, it can often be a condition of permitting development that further survey work is carried and remains recorded before development is carried out. Similarly where a site is affected by land contamination it is often possible to deal with it through removal and/or remediation.
Other relevant factors	X1	Criteria with this weighting are also relevant in relation to others and will relate to Criteria which will be affected usually only in an indirect manner and/or where it can be more easily controlled through development.

Table 2: Site Selection Criteria

CATEGORY	WEIGHTING	EXPLANATION
Impact on Green Belt	**Most Important**	Assessment of the impact that development at this location would have on the openness of the Green Belt taking into account coalescence of settlements and degree of encroachment. Sites with the least impact on the Green Belt will score highest.
Contribution to Green Belt Objectives	**Most Important**	Assessment of the contribution made by the site to Green Belt objectives as defined in Planning Policy Guidance 2. Sites that contribute well to Green Belt objectives will score lower, while sites that do not contribute to Green Belt objectives will score highest.
Area of Outstanding Natural Beauty	**Most Important**	Assessment of whether the site lies within the Area of Outstanding Natural Beauty (AONB) or within 1000m of it. Sites further than 1000m from the AONB will score highest.
Site of Special Scientific Interest	**Most Important**	Assessment of whether the site lies within a Site of Special Scientific Interest (SSSI), or within 1000m of it. Sites further than 1000m from any SSSI will score highest.
Previously Developed Land	**Most Important**	Assessment of the potential for development on the site to take place on previously developed land (PDL) as opposed to Greenfield land. Sites with potential for development to take place on PDL will score highest.
Floodzone	**Very Important**	Assessment of whether the site lies within a floodzone as identified in the Council's Strategic Flood Risk Assessment (SFRA) or within 1000m of it. Sites further than 1000m from floodzones will score highest. Type of floodzone by flood risk (eg. 3a or 3b) also taken into account.
Local Nature Reserve	**Very Important**	Assessment of whether the site lies within a Local Nature Reserve (LNR), or within 1000m of it. Sites further than 1000m from any LNR will score highest.
Listed Building	**Very Important**	Assessment of whether the site contains any listed buildings or whether there are any within 1000m of it. Sites further than 1000m from any listed buildings will score highest.
Scheduled Ancient Monument	**Very Important**	Assessment of whether the site contains any Scheduled Ancient Monument, or whether there are any within 1000m of it. Sites further than 1000m from any Scheduled Ancient Monument will score highest.
Rail Station	**Very Important**	Assessment of whether there is a rail station within 1000m of the site. Sites closer to a rail station will score higher.
Critical Mass	**Very Important**	Assessment of the potential for any development at the site to form a natural extension of the urban area and to expand nearby existing facilities. Sites with the greatest potential will score highest.

CATEGORY	WEIGHTING	EXPLANATION
Site availability	Important	Assessment of the availability of the site for development and likelihood of site coming forward during the lifetime of the LDF; sites in largely single ownership and where there is interest shown by the landowner/agent to bring the site forward, as expressed in previous representations/ discussions with the Council, will score highest.
Wildlife Site	Important	Assessment of whether the site lies within a designated wildlife site, or within 1000m of it. Sites further than 1000m from any wildlife site will score highest.
Conservation Area	Important	Assessment of whether the site lies within a conservation area, or within 1000m of it. Sites further than 1000m from any conservation area will score highest.
Registered Park or Garden	Important	Assessment of whether the site is within a registered park or garden, or whether there are any within 1000m of it. Sites further than 1000m from any registered park or garden will score highest.
Common Land/ Village Green	Important	Assessment of whether the site is within registered common land or village green, or whether there is any within 1000m of it. Sites further than 1000m from any registered common land or village green will score highest.
Hospital (A&E)	Important	Assessment of whether there is a hospital with accident and emergency facilities within 3000m of the site. Sites closer to a hospital(s) will score higher.
GP	Important	Assessment of whether there is a GP surgery within 800m of the site. Sites closer to a GP(s) will score higher.
Employment	Important	Assessment of whether there is an employment area (as set out in the Local Plan) within 3000m of the site. Sites closer to an employment area(s) and local job opportunities will score higher.
Primary School	Important	Assessment of whether there is a primary school within 600m of the site. Sites closer to a primary school(s) will score higher.
Secondary School	Important	Assessment of whether there is a secondary school within 2000m of the site. Sites closer to a secondary school(s) will score higher.
Primary Shopping	Important	Assessment of whether there is a primary shopping area (as defined in the Local Plan) within 800m of the site. Sites closer to a primary shopping area(s) will score higher.
Secondary Shopping	Important	Assessment of whether there is a secondary shopping area (as defined in the Local Plan) within 800m of the site. Sites closer to a secondary shopping area(s) will score higher

CATEGORY	WEIGHTING	EXPLANATION
Local Centre	Important	Assessment of whether there is a local shopping centre (as defined in the Local Plan) within 800m of the site. Sites closer to a local shopping centre(s) will score higher.
Local Shop	Important	Assessment of whether there is a local shop within 500m of the site. Sites closer to a local shop(s) will score higher.
Open Space	Important	Assessment of whether there is publicly accessible open space (as defined in the Local Plan) within 800m of the site. Sites closer to publicly accessible open space(s) will score higher.
Children's Play	Important	Assessment of whether there is children's play space within 400m of the site. Sites closer to a children's play space facility(s) will score higher.
Bus Service	Important	Assessment of whether there is a bus service within 500m of the site. Sites within 500m of a 15 minute frequency bus service will score higher than a 30 minute frequency service, which will score higher than a 60 minute frequency service.
Regionally Important Geological/ Geo-morphological Site	Significant	Assessment of whether the site lies within a regionally important geological/ geomorphological site (RIG), or within. 1000m of it. Sites further than 1000m from any RIG will score highest.
Locally Important Building	Significant	Assessment of whether the site contains any locally important buildings, or whether there are any within 1000m of it. Sites further than 1000m from any locally important buildings will score highest.
Archaeological Site	Significant	Assessment of whether the site contains or is believed to contain any archaeological sites, or whether there are any within 1000m of it. Sites further than 1000m from any archaeological site will score highest.
Contamination	Significant	Assessment of whether the site is affected by any landfill (current or historic) or known contamination issues. Sites with no contamination issues will score highest.
Agricultural (Grade 2) Land	Significant	Assessment of whether the site is on the best agricultural land (Grade 2), or whether there is any within 1000m of it. Sites further than 1000m from any Grade 2 agricultural land will score highest.
Police Station	Significant	Assessment of whether there is a police station within 3000m of the site. Sites closer to a police station(s) will score higher.

CATEGORY	WEIGHTING	EXPLANATION
Fire Station	Significant	Assessment of whether there is a police station within 3000m of the site. Sites closer to a fire station(s) will score higher.
Dentist	Significant	Assessment of whether there is a dentist surgery within 800m of the site. Sites closer to a dentist(s) will score higher.
Further Education	Significant	Assessment of whether there is a further education facility within 2000m of the site. Sites closer to a further education facility(s) will score higher.
Library	Significant	Assessment of whether there is a library, or a mobile library stop, within 800m of the site. Sites closer to a library(s) will score higher.
Sports Facility	Significant	Assessment of whether there is a sports facility (leisure centre/swimming pool/sports hall) within 3000m of the site. Sites closer to a sports facility(s) will score higher.
Community Hall	Significant	Assessment of whether there is a community hall within 3000m of the site. Sites closer to community hall(s) will score higher.
Cycle Network	Significant	Assessment of whether there is a cycle route within 500m of the site. Sites closer to a cycle network will score higher.
Traffic Congestion	Significant	Assessment of whether there is a congestion zone (as defined by the Hertfordshire County Council 'Tackling Congestion in Hertfordshire' document) within 1000m of the site. Sites further than 1000m from a congestion zone will score highest.
Road Capacity	Significant	Assessment of the capacity of roads surrounding sites to accommodate extra demand. Sites with no capacity issues on the surrounding road network will score highest.
Tree Preservation Order	Other relevant issues	Assessment of whether tree preservation orders, up to date tree survey information or other data about significant amenity trees exists in relation to the site, and if so the distribution of the trees and whether they could affect development opportunities.
Groundwater Source Protection Zone	Other relevant issues	Assessment of which groundwater source protection zone the site falls in. These zones are defined by the Environment. Agency and show the risk of contamination to wells, boreholes and springs used for public drinking water supply by identifying zones- inner, outer, and total catchment. Sites outside zones of risk will score highest.

CATEGORY	WEIGHTING	EXPLANATION
Air Quality	Other relevant issues	Assessment of whether the site crosses any air quality management areas (AQMAs- identified on the basis of higher levels of air pollution in the area), or is within 1000m of any. Sites further than 1000m from any AQMA will score highest.
Historic Landscape Character	Other relevant issues	Assessment of the Historic Landscape Character of the site. Historic Landscape Character has been assessed by Hertfordshire County Council through a number of categories. Sites of 'built up modern' character will score highest as this has the least historic character.
Noise	Other relevant issues	Assessment of whether the site includes any major roads or railways, or whether there are any within 1000m. Sites further than 1000m from noise generating major roads or railways will score highest.

M1

Bedmond High Street

Abbots Langley High Street

College Road

Katherine Place

A405

School Mead

A41

The Green, Sarratt

M25

A404

Baldwins Lane (west)

A412

New Road

Baldwins Lane (east)

Chorleywood

Scots Hill

A4145

Watford Road

Tudor Parade

Rickmansworth High Street

Church Lane

Moneyhill Parade

Harefield Road

Hallowes Crescent

The Parade, Delta Gain

Chalfont Road

St Andrews Precinct

A404

A4125

Little Oxhey Lane

Prestwick Road

A412

Legend:

- Town Centre
- District Centre
- Local Centre
- Local Shops

Refer to 'Town Centres and Shopping' Chapter for more information.

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APPENDIX 4: INFRASTRUCTURE DELIVERY SCHEDULE

The Infrastructure Delivery Plan (IDP)[17] seeks to establish what additional infrastructure is required to support the planned increase in new homes and jobs, and the projected population growth within the District up to 2026. It includes a review of existing provision for social infrastructure, (such as health and education facilities), physical infrastructure, (such as transport and utilities) and green infrastructure, (such as parks and open spaces). The Plan provides an analysis of the nature of future provision and, where known, where it will be provided, when it will be provided, how it will be funded and who will be responsible for the delivery.

The IDP is accompanied by this Infrastructure Delivery Schedule (IDS) which sets out those schemes that are currently proposed to take place during the Core Strategy plan period to 2026.

The list of projects included within the Infrastructure Delivery Plan and Schedule is not intended to be exhaustive, as the process of implementation will constantly be responding to local circumstances and utilising new avenues and drivers to prioritise spend over the life of the Core Strategy. It is intended that the IDP will be updated annually alongside the Annual Monitoring Report.

	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Health Provision							
GP Facilities	Increase in equivalent to 1.5 GP provision in Abbots Langley Area	To provide adequate GPs for Abbots Langley	2015/2016	Not identified	Strategic Capital Funding streams and LIFT	West Herts PCT	
	Increase in GP provision in Rickmansworth Area	To provide adequate GPs for Rickmansworth	2015/2016	Not identified	Strategic Capital Funding streams and LIFT	West Herts PCT	
	Investment in existing GP premises or provision of new premises in Croxley Green Area	To provide adequate floor space to accommodate additional registrations	2015/2016	Not identified	Developer contributions	West Herts PCT	
Satellite Clinic	Enlargement and redevelopment of Maple Cross Club	To enable the following outreach services to be provided: Community/Heart Nurses, Health Promotion (smoking cessation) Baby& Diabetes clinics, Health Checks for over 60s	2010/2011 to 2012/2013	£338,000	Maple Cross Club LSP Capital & Revenue Performance Reward Grant	West Herts PCT Maple Cross Club	West Herts PCT yet to confirm provision of services
Branch Surgery	Refurbishment of a room at Mill End Community Centre	To enable health promotion schemes to take place	2010/2011 to 2012/2013	£7,057	LSP Capital & Revenue Performance Reward Grant	West Herts PCT Mill End & District Community Association	West Herts PCT yet to confirm provision of services

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[17] Three Rivers Infrastructure Delivery Plan (2010) www.threerivers.gov.uk

	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Health Provision Continued							
Step-Up Project	Renovation of suitable building in South Oxhey	Provision of counselling, advice and learning services for people with mental health issues.	2010/2011 to 2012/2013	£330,000	LSP Capital & Revenue Performance Reward Grant ASCEND, Herts Mind Network, Turning Point	ASCEND, Herts Mind Network, Turning Point	
Education							
Primary education provision	Expansion of Tanners Wood Primary School, Abbots Langley	To accommodate future demand by increasing school by 0.5 form entry	2012/2013	£1m	HCC Primary Capital Programme DCSF Developer contributions	Hertfordshire County Council	
	Feasibility study of expanding an existing primary school in the Rickmansworth Area	To accommodate future demand	2012/2013	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of provision of a new Primary school in the Rickmansworth Area	To accommodate future demand	2012/2013	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of provision of a new Primary school in the Abbots Langley, Leavesden and Bedmond area	To accommodate future demand	2012/2013	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of expanding primary school provision in South Oxhey area	To accommodate future demand	2014/15	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of expanding primary school provision in Croxley Green area	To accommodate future demand	2015/16	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of expanding primary school provision in Carpenders Park area	To accommodate future demand	Not identified	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	

	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Primary education provision continued	Feasibility study of expanding primary school provision in Kings Langley area	To accommodate future demand	Not identified	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
	Feasibility study of expanding primary school provision in Bricket Wood area	To accommodate future demand	Not identified	Not identified	HCC Primary Capital Programme	Hertfordshire County Council	
Secondary education provision	New Secondary School provision, the expansion of existing schools, or a combination of both in the Rickmansworth Area	To meet the demand for secondary school places	2014/2015	Not Identified	HCC Primary Capital Programme DCSF Developer contributions	Hertfordshire County Council	
Emergency Services							
Police	Additional Neighbourhood Police in Abbots Langley Area	To provide additional Neighbourhood Policing in area	2015/2016	Not identified	Developer contributions	Hertfordshire Constabulary/Hertfordshire Police Authority	
	Enlargement of existing facility to accommodate larger team of Neighbourhood Police in Abbots Langley Area	To provide accommodation for additional Neighbourhood Police	2015/2016	Not identified	Developer contributions	Hertfordshire Constabulary/Hertfordshire Police Authority	
Cultural Services							
Library Facilities	Refurbishment of, and enhancement of existing facilities particularly ICT in libraries across the District	To improve facilities	2010/2026	Not identified	Developer contributions	Hertfordshire County Council	
Cemeteries	New cemetery provision	To accommodate future demand for traditional burials	2014/2015	Not identified	Capital	TRDC Faith groups	
Waste							
Composting Facility	In Vessel Composting facility with capacity for around 50,000 tonnes in the Hemel Hempstead/Watford corridor	To accommodate future needs	2014/15	Not identified	Private Finance Initiative	Hertfordshire County Council	

	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Strategic Transport							
Croxley Rail Link	Metropolitan Line link to Watford Junction	Improved access to public transport, to facilities in Watford, reduce traffic congestion, improve transport links to London to provide future opportunities for services from Watford to Rickmansworth and beyond.	2013 – 2020	£136.4m	Regional Funding Allocation	Transport for London Department of Transport	
M25 Widening J16-23	Widening of M25. Junctions 17 to 20	To accommodate future travel demands Relieve congestion Improve safety of motorway	2009 – 2013	£76.2m	Private Finance Initiative Contract	Highways Agency Department of Transport	
Local Transport							
Traffic Management and Highway Improvements	College Road, Abbots Langley Pedestrian Crossing Scheme	To improve safety for people crossing the road	2010/2011	£75,000	£65,000 HCC Capital £10,000 TRDC Capital	Hertfordshire County Council	
	Traffic calming and drainage measures in Shirley Road, Abbots Langley	To improve road safety	2010/2011	£74,000	Capital	TRDC	

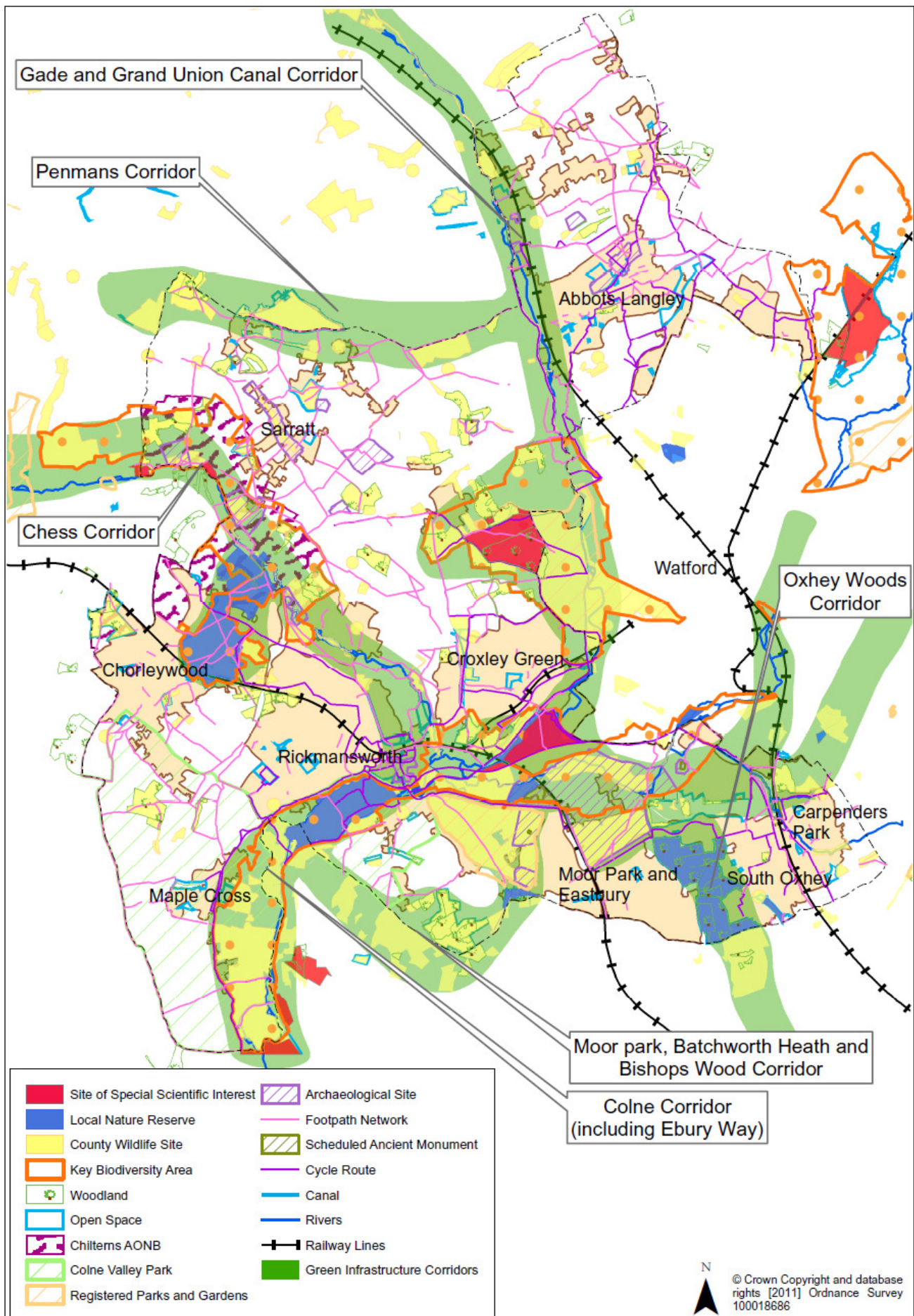|	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Local Transport Continued							
Better Buses	Continue financial support for "318 Flyer" Abbots Langley to Watford town centre	To allow the retention and enhancement of uneconomic bus routes that serve rural communities and provide transport to facilities and services	2010/2011	Unspecified	£136,000 contribution from TRDC to be shared between all schemes Additional funding from Herts Passenger Transport Unit	Herts PTU Relevant Bus Company TRDC Watford Council	
	Continue financial support for Arriva 8 (Mount Vernon to Woodside/Abbots Langley).					Herts Passenger Transport Unit Relevant Bus Company TRDC	
	Continue financial support for W50 Watford – South Oxhey/Carpenders Park station						
	Continue financial support for R8 Chipperfield to Abbots Langley and Watford.						
	Continue financial support for R16 (Watford –South Oxhey circular).						
	Continue financial support for R19 Abbots Langley to Kings Langley station						
	Continue financial support for R21 Uxbridge to Mount Vernon Hospital						

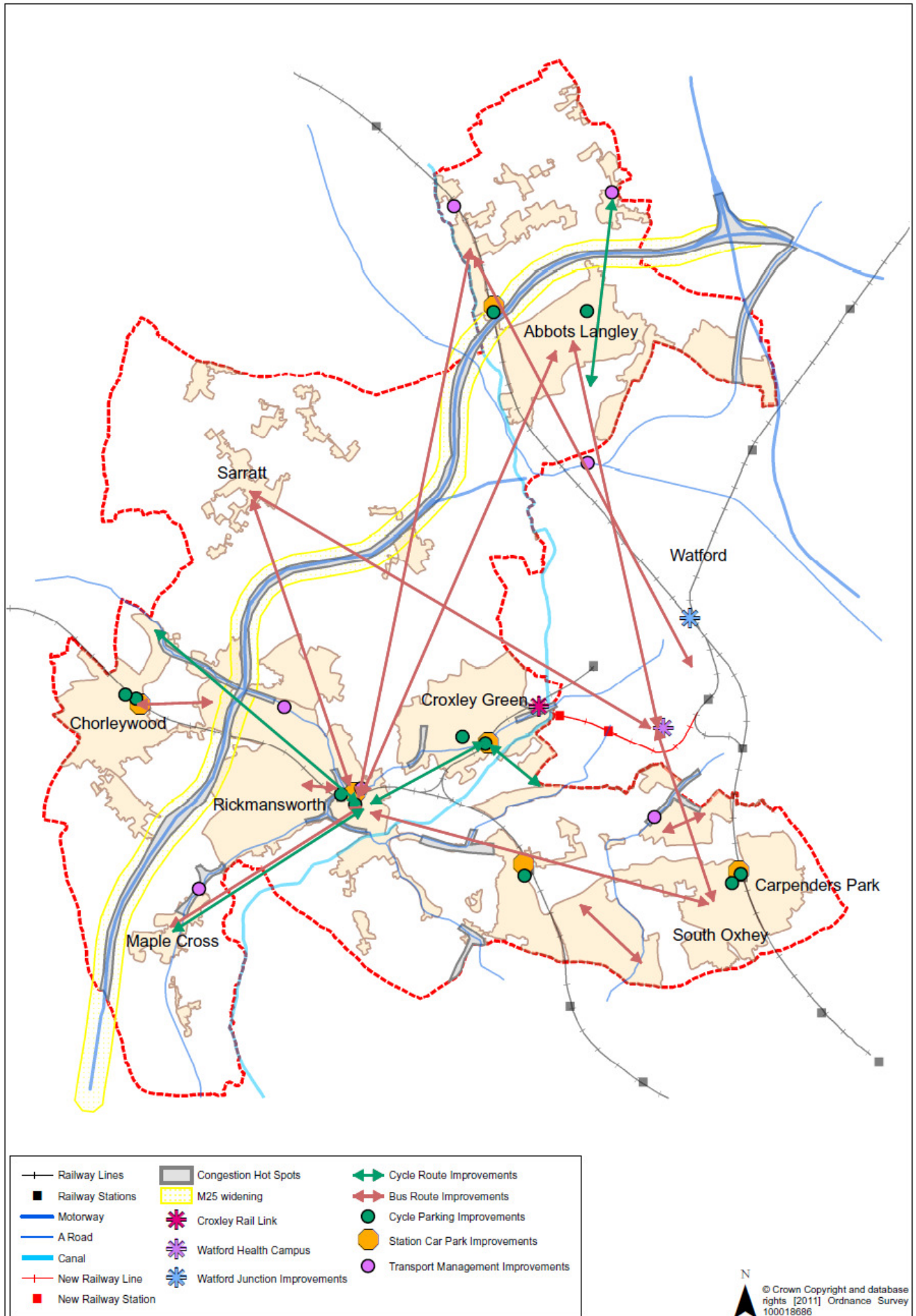|	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Cycling Network Improve ments	Extension of the cycle route between Rickmansworth and Chorleywood	To provide an integrated network of safe cycling routes around the District	2011/2012	Unidentified	Capital Developer contributions	TRDC	
	Completion of cycle route between Maple Cross and Rickmansworth Town Centre	To provide an integrated network of safe cycling routes around the District	2010/2011	£50,000	Capital Developer contributions	TRDC	
	Cycle route between Croxley Green and Rickmansworth Town Centre	To provide an integrated network of safe cycling routes around the District	2012/2013	£50,000	Capital Developer Contributions	TRDC	
	New cycle route from Bedmond to South Way via Abbots Langley	To provide an integrated network of safe cycling routes around the District	2011/2012	£50,000	Capital Developer Contributions	TRDC	
	A new cycle route from Croxley Green Station to Ebury Way via Byewaters Estate	To provide an integrated network of safe cycling routes around the District	2013/2014	Unidentified	Capital Developer contributions	TRDC	

	Infrastructure Project	Reason for Project	Indicative Delivery Phasing	Estimated Cost	Funding Arrangements	Lead Delivery Agency	Contingency Planning Required?/Risks
Green Infrastructure							
Provision for Children and Young People	Refurbishment of Langleybury Play Area (Langleybury)	Upgrading of LAP provision	2011/2012	£35,000	Developer Contributions	TRDC	
	Refurbishment of South Way Play Area (Abbots Langley)	Upgrading of LAP provision	2011/2012	£35,000	Developer Contributions	TRDC	
	New play area in Croxley Green	New LEAP	2013/2014	£35,000	Developer Contributions	TRDC	
	Refurbishment of Oulton Way Play Area (Carpenders Park)	Improvement of provision	2010/2011	£105,300	Capital	TRDC	
	Refurbishment of Hayling Road Play Area (South Oxhey)	Improvement of provision	2010/2011	£192,300	Capital	TRDC	
	Refurbishment of Ashburnham Play Area (South Oxhey)	Improvement of provision	2010/2011	£97,000	Capital	TRDC	
	New Play Area in Ashridge Ward (South Oxhey)	New LEAP	2012/2013	£95,000	Capital	TRDC	Suitable site to be found
	New Play Area in Chorleywood	New LEAP	2011/2012	£95,000	Capital	TRDC	Suitable site to be found
	Refurbishment of Baldwins Lane Play Area (Croxley Green)	Improvement of provision	2011/2012	£95,000	Capital	TRDC	
	Refurbishment of Scotsbridge Play Area (Rickmansworth)	Improvement of provision	2011/2012	£95,000	Capital	TRDC	
	Regeneration of South Oxhey Youth Facility	Provision of BMX track or Street Gym	2010/2011	£37,440	Capital	TRDC	Final provision dependent on consultation
	New Outdoor Gym at West Hyde Youth Centre (West Hyde)	Provision of new Outdoor Gym facility	2010/2011	£27,100	Capital	TRDC	
	Refurbishment of Baldwins Lane Skate Park (Croxley Green)	Resurfacing of Skate Park	2010/2011	£100,000	Capital	TRDC	Feasibility Study to be undertaken to ascertain life span of surface area.

Gade and Grand Union Canal Corridor

Penmans Corridor

Chess Corridor

Abbots Langley

Sarratt

Watford

Oxhey Woods Corridor

Chorleywood

Croxley Green

Rickmansworth

Carpenders Park

Maple Cross

Moor Park and Eastbury

South Oxhey

Moor park, Batchworth Heath and Bishops Wood Corridor

Colne Corridor (including Ebury Way)

Site of Special Scientific Interest		Archaeological Site	
Local Nature Reserve		Footpath Network	
County Wildlife Site		Scheduled Ancient Monument	
Key Biodiversity Area		Cycle Route	
Woodland		Canal	
Open Space		Rivers	
Chilterns AONB		Railway Lines	
Colne Valley Park		Green Infrastructure Corridors	
Registered Parks and Gardens			

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Sarratt

Abbots Langley

Watford

Croxley Green

Chorleywood

Rickmansworth

Carpenders Park

South Oxhey

Maple Cross

Railway Lines
Railway Stations
Motorway
A Road
Canal
New Railway Line
New Railway Station

Congestion Hot Spots
M25 widening
Croxley Rail Link
Watford Health Campus
Watford Junction Improvements

Cycle Route Improvements
Bus Route Improvements
Cycle Parking Improvements
Station Car Park Improvements
Transport Management Improvements

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APPENDIX 7: **MONITORING FRAMEWORK**

Policy		Delivering Strategic Objectives	Indicator	Target	Reference/ Comments	Partners
PSP	Place Shaping Policies	S1 S4	Dwelling completions by settlement	15% in the principal town, 60% in the key centres, 24% in the secondary centres, 1% in the villages	Local Indicator SHLAA	Private sector/ housing associations/ District Council
			Employment growth by settlement	No specific target- number will be monitored	Local Indicator	Private sector/ District Council
CP1	Sustainable Development	S2 S3 S4 S5 S9 S10	New and converted dwellings on previously developed land	At least 60% on previously developed land	Core Indicator SHLAA/UCS/ National target	Private sector/ housing associations
			Total amount of employment floorspace on previously developed land	At least 60% on previously developed land	Core Indicator National target	Private sector/ businesses
			Per capita carbon emissions	Reducing trend	National Indicator	Private sector/ District Council
			Household water consumption	Reducing trend	Local Indicator	Private sector/ local residents/ District Council
			Number of conservation area appraisals prepared	Increasing trend	Local Indicator	District Council
			Heritage assets at risk	Reducing trend	Local Indicator	Private Sector /District Council/ English Heritage
CP2	Housing Supply	S1 S4	Housing trajectory	Complete 4,500 dwellings 2001-2026 at an average of 180 pa	Core Indicator	Private sector/ housing associations/ District Council

Policy		Delivering Strategic Objectives	Indicator	Target	Reference/ Comments	Partners
CP2	Housing Supply	S1 S4	Housing completions within the existing urban area	75% of total supply 2001-2026 to be within the urban area	Local Indicator SHLAA	Private sector/ housing associations/ District Council
CP3	Housing Mix and Density	S4	Density of housing completions	No specific target- density will be monitored	Local Indicator National target	Private sector/ housing associations/ District Council
			Size of completed dwellings	30% 1 bed units 35% 2 bed units 34% 3 bed units 1% 4+ bed units	Local Indicator SHMA	Private sector/ housing associations/ District Council
CP4	Affordable Housing	S4 S5	Gross affordable housing completions	35% of all new housing to be affordable	Local Indicator SHMA,	Private sector/ housing associations/ District Council
			Percentage of new residential development contributing to affordable housing	100%	Local Indicator	Private sector/ housing associations/ District Council
			Tenure mix of affordable housing completions	70% social rented, 30% intermediate	Local Indicator SHMA	Private sector/ housing associations/ District Council
CP5	Gypsy and Traveller Provision	S4	Net additional pitches for Gypsies and Travellers	No specific target- number will be monitored	Core Indicator	District Council, Private sector,
CP6	Employment and Economic Development	S4	Total amount of additional employment floorspace by type	No specific target- number will be monitored	Core Indicator	Private sector/ businesses

Policy		Delivering Strategic Objectives	Indicator	Target	Reference/ Comments	Partners
CP6	Employment and Economic Development	S4	Employment land available by type	No specific target- number will be monitored	Core Indicator	Private sector/ businesses
			Economically active people in employment	Maintain a higher percentage of economically active people in employment than the level for East of England and Great Britain	Local Indicator	Private sector/ businesses/ District Council
			% of 15 year old pupils in schools maintained by the local education authority achieving 5 or more GCSEs at grades A to C	Year on year increase in percentage	Local Indicator	LEA
CP7	Town Centres and Shopping	S6 S8	Total floorspace for 'town centre uses'	2000sqm additional comparison goods floorspace to be provided by 2021. No specific target for Convenience goods – floorspace to be monitored.	Core Indicator Retail Capacity Study.	Private sector/ businesses
CP8	Infrastructure and Planning Obligations	S6 S7	Delivery of schemes identified in Infrastructure Delivery Schedule in line with indicative phasing	No specific target- delivery will be monitored	Local Indicator	District Council/ County Council/ private sector/ infrastructure providers
			Financial contributions received/ on site facilities provided for community services and infrastructure through development	No specific target as depend on site circumstances.	Need to monitor any problems of service delivery	District Council/ County Council/ private sector/ infrastructure providers

Policy		Delivering Strategic Objectives	Indicator	Target	Reference/ Comments	Partners
CP9	Green Infrastructure	S1 S9 S11	Change in areas of biodiversity importance	No net loss of Sites of Special Scientific Interest, Local Nature Reserves or local wildlife sites	Core Indicator	District Council/ HBRC/ HMWT
			Condition of Sites of Special Scientific Interest	Increasing proportion of sites of good/ improving quality	Local Indicator	District Council/ HBRC/ HMWT/ Natural England
			Proportion of local biodiversity sites where positive conservation management is being achieved	Increasing proportion	National Indicator	District Council/ HBRC/ HMWT
			New development in the Chilterns AONB	No specific target- levels will be monitored	Local Indicator	District Council/ Chilterns Conservation Board
			Loss/ increase of public open space, sport and recreation facilities	No specific target- levels will be monitored	Local Indicator	District Council
CP10	Transport	S3 S7	Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary school, secondary school, major retail centre	At least 90% of new residential development to be within 30 minutes public transport time each of a GP, hospital, primary school, secondary school and major retail centre	Local Indicator	Private sector/ housing associations/ District Council/ County Council/ PCT/ transport operators
			Delivery of schemes identified in Infrastructure Delivery Schedule	No specific target- delivery will be monitored	Local Indicator	Private sector/ District Council/ County Council
			Number of people killed or seriously injured in road traffic accidents	Reduction in numbers	Local Indicator	County Council/ District Council/ private sector

Policy		Delivering Strategic Objectives	Indicator	Target	Reference/ Comments	Partners
CP10	Transport	S3 S7	Journeys made by bus/ train	No specific target- number will be monitored	Local Indicator	County Council/ District Council/ transport operators
CP11	Green Belt	S1 S9	New dwellings in the Green Belt	No specific target- number will be monitored	Local Indicator	District Council
			New employment floorspace in the Green Belt	No specific target- levels will be monitored	Local Indicator	District Council
CP12	Design of Development	S1 S10 S12	Residential development for 10 or more dwellings approved contrary to safety and security advice	No development	Local Indicator	District Council
			Commercial development for 1000sqm or more approved contrary to safety and security advice	No development	Local Indicator	District Council
			Crime/ domestic burglaries per 1000 of the population	Reduce levels year on year	Local Indicator	District Council/ police authority
			Number of appeals allowed following refusal on design grounds	0	Local Indicator	District Council
			Building for life assessment	No specific target- number will be monitored	Core Indicator	Private sector/ housing associations

For the purpose of this document the following terms and definitions apply.

Glossary and Abbreviations	
Accessibility	The ability of everybody to go conveniently where they want particularly in relation to services and facilities.
Affordable Housing	Affordable housing includes social rented and intermediate housing, provided to specific eligible households whose needs are not met by the market. (Planning Policy Statement 3). It does not include low-cost market housing.
AMR	Annual Monitoring Report (AMR) assesses the Council's progress in producing the Local Development Documents and implementing policies.
AONB	Areas of Outstanding Natural Beauty (AONBs) are designated under the National Parks and Access to the Countryside Act (1949) and, along with National Parks; they represent the finest examples of countryside in England and Wales.
ASCEND	ASCEND is located in the All Saints' Church Centre, South Oxhey. Founded by local people to counteract the problems of unemployment, social deprivation and learning disabilities.
BAP	Biodiversity Action Plan (BAP) is a strategy prepared for the area aimed at conserving biological diversity. The Hertfordshire Biodiversity Action Plan: A 50 Year Vision identifies key biodiversity areas in Three Rivers.
BME	Black and Minority Ethnic Groups.
Brownfield Land	Brownfield land (or Previously Developed Land) – land that is, or has been occupied by a permanent structure and associated fixed surface infrastructure. Agricultural and forestry buildings are excluded.
Capital	Capital refers to the budget that funds acquisition of a fixed asset.
CIL	Community Infrastructure Levy (CIL) – A levy on new developments to support infrastructure delivery. Introduced by the Planning Reform Bill published in November 2007.
Class A1	Retail use classification as defined under the Use Classes (Amendment) Order 2005. Class A1 includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners, internet cafes etc., pet shops, cat-meat shops, tripe shops, sandwich bars, show rooms, domestic hire shops and funeral directors.
Combined Heat and Power	Combined Heat and Power (CHP) is the simultaneous generation of useable heat and power (usually electricity) in a single process. It is a form of decentralised energy technology and typically installed on-site, supplying customers with heat and power directly at the point of use.
Community, Leisure and Cultural Facilties	These include, but are not limited to, village halls, community centres, sports halls, theatres, public halls, doctors and dental surgeries, faith facilities, post offices, public houses, schools and local shops.

Conservation Area	An area designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest of which it is desirable to preserve and enhance.
Core Strategy	The Local Development Framework document which sets out the long-term spatial vision for the local planning authority area and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.
CURS	Centre for Urban and Regional Studies.
DCSF	Department for Children, Schools & Families (DCSF).
DES	Development Economics Study – A study that assesses the economic viability of land for housing within the District taking account of risks to delivery and likely levels of finance available for affordable housing.
Developer Contributions	Contribution in the form of money, land or other means collected from developers to pay towards the cost of infrastructure.
Development Plan	The statutory Development Plan currently comprises the Regional Spatial Strategy, Waste and Minerals Framework and the Development Plan Documents (DPD) contained in the Local Development Framework (LDF).
District	Three Rivers District.
DPD	Development Plan Document (DPD) is a Local Development Document which forms part of the statutory development plan, including the Core Strategy, Site Allocations and Proposals Map.
Dph	Dwellings per hectare.
East of England Plan	East of England Plan (also known as the Regional Spatial Strategy (RSS)) – set out the broad spatial strategy for the region prepared by the East of England Regional Assembly.
EERA	East of England Regional Assembly (EERA) – was the Regional planning and housing body responsible for the production of the Regional Spatial Strategy. It consisted of a partnership of elected representatives from the 54 local authorities in the East of England and appointed representatives from social, economic and environmental interests. The Regional Assembly was abolished on 31 March 2010.
Employment Land	Land allocated for industrial and business use.
Evidence Base	A collective term for technical studies and background research that provides information on key aspects of social, economic and environmental characteristics of the District. This enables the preparation of a sound Local Development Framework meeting the objectives of sustainable development.
Green Belt	Also known as the Metropolitan Green Belt – an area of land which has been specifically designated for long-term protection. It is a nationally important designation and exists to prevent urban sprawl by keeping land open and free from development.

Greenfield	Land (or a defined site) which has never been built on before or where remains of any structure or activity have blended into the landscape over time (opposite of brownfield land).
HCC	Hertfordshire County Council.
Hectare	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.
Heritage Asset	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in PPS5) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).
Herts Mind Network	Herts Mind Network is a mental health organisation providing a diverse range of recovery orientated services in Hertfordshire.
Infrastructure	Collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, affordable housing, health, sports, leisure and educational facilities, village halls, doctor's surgeries, churches and open space.
KCDC	Key Centre for Development and Change – an area identified by the Regional Spatial Strategy – for regional focus for housing, employment, retail, leisure, tourism, cultural and educational development.
Key Diagram	A diagram which illustrates the main strategic principles of the spatial strategy of the Local Development Framework. It is not site-specific, unlike the proposals map.
Key Workers	Essential public sector workers such as nurses, teachers and social workers.
LAP	Local Area for Play (LAP) a small area of unsupervised open space specifically designed for younger children mainly between the ages of 4-6 years.
Local Area Agreements	Local Area Agreements (LAAs) set out the priorities for a local area between central government and a local area (the local authority and Local Strategic Partnership) and other key partners.
LCBSR	London Commuter Belt Sub-Region – a sub-region of the East of England Region which consists of Hertfordshire and four Essex Districts (Brentwood, Chelmsford, Epping Forrest and Harlow).
LDF	Local Development Framework – the portfolio or folder of Local Development Documents, which set out the planning policy framework for the District.
LEAP	Local Equipped Area for Play (LEAP) – is a piece of open space that is designated and equipped for children of early school age.
LIFT	Local Improvement Finance Trust (LIFT) is an NHS funding vehicle for improving and developing frontline primary and community care facilities, allowing PCTs to invest in new premises.

Listed Building	A building included on a list of buildings of architectural or historical interest compiled by the Secretary of State, under the Planning (Listed Buildings and Conservation Areas) Act 1990.
Local Development Document	Local Development Document – comprising two main types: Development Plan Documents and Supplementary Planning Documents, which together from the Local Development Framework.
Local Nature Reserve	Local Nature Reserve – a habitat of local or regional significance that makes a useful contribution both to nature conservation and to the opportunities for the community to see, learn about and enjoy wildlife.
Local Plan	The plan produced under the former planning system by District Councils. The Three Rivers Local Plan will be replaced by the Local Development Framework.
Logistics/ Big B8 Sheds	Units typically in excess of 9,000 sq m (100,000 sq ft) on sites with plentiful parking and yard space; often featuring 20 or more dock levellers; cross docking facilities; over 12m eaves height; 50k/N floor loadings and about 10% office content. Often occupied by food, clothing and white goods retailers.
London Arc	The London Arc comprises the area in the East of England closest to and most strongly influenced by London. It includes the districts of Broxbourne, Dacorum, Hertsmere, St Albans, Three Rivers, Watford and Welwyn Hatfield in Hertfordshire and Brentwood and Epping Forest in Essex.
LSP	Local Strategic Partnership (LSP). The Three Rivers Local Strategic Partnership is an umbrella partnership that brings together public and private organisations and community groups, allowing different initiatives and services to support one another so that they can work more effectively together. One of its main tasks is to prepare and implement the Sustainable Community Strategy.
Major Development	In terms of residential development – 10 dwellings or more or 0.5 hectares. In terms of other development – floorspace of 1,000 square metres or more. (As defined by Communities and Local Government).
Minor Development	In terms of residential development – less than 10 dwellings or less than 0.5 hectares. In terms of other development – floorspace less than 1,000 square metres. (As defined by Communities and Local Government).
On-site renewable technology	Collective term for domestic scale renewable energy technologies such as solar thermal, solar photovoltaics and domestic wind turbines provided on the site of development.
OSS	Open Space Sport and Recreation Study (OSS). A strategy covering open space, playing pitches and sport and recreational facilities to guide future provision and management of existing resources in the District as required by PPG17.
PCT	Primary Care Trust (PCTs) – cover all parts of England and take control of local health care. Hertfordshire and West Hertfordshire Primary Care Trust cover Three Rivers.
PDL	Previously Developed Land (or Brownfield land) – land that is, or has been occupied by a permanent structure and associated fixed surface infrastructure. Agricultural and forestry buildings are excluded.

Performance Reward Grant	A performance related grant awarded by the CLG to Local Strategic Partnerships on their achievement of their LAAs.
PPG	Planning Policy Guidance (PPG) – Guidance produced by the Government setting out national planning policy (being replaced by Planning Policy Statements).
PPS	Planning Policy Statement (PPS) – Guidance produced by the Government setting out national planning policy (gradually replacing Planning Policy Guidance).
Private Finance Initiative Contract	Private Finance Initiative Contract (PFI) relates to the contract between the Highways Authority and private companies who contribute to the cost of and carry out works involved in the widening of the M25.
Proposals Map	This map illustrates the policies and proposals in the Development Plan Documents (DPDs) on an Ordnance Survey base.
Retail Capacity Study	Retail Capacity Study is an assessment of retail to identify need and gaps in provision and to inform the allocation of sites to meet such need as required by Planning Policy Statement 6.
Revenue	Revenue refers to the budget that funds the on going costs of a fixed asset or service.
RSS	Regional Spatial Strategy (RSS) (also known as the East of England Plan) – set out the broad spatial strategy for the region prepared by East of England Regional Assembly.
SA	Sustainability Appraisal (SA) – Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
SCI	Statement of Community Involvement (SCI) – document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Development Framework (and in the consideration of individual planning applications).
SCS	Sustainable Community Strategy – the Council's strategy prepared by the Local Strategic Partnership which takes a partnership approach to improving services, thereby improving quality of life.
SEA	Strategic Environmental Assessment (SEA) – an assessment of the environmental effects of a plan or programme required by EU Directive 2001/42/EC. The assessment examines the potential impacts of policies and proposals on the environment and includes proposals for the mitigation of these impacts.
Secondary Sheds	Typically provide space for smaller businesses, catering for local markets, and undertaking identifiably industrial activities. Businesses may be involved in cleaning services, distribution, electronics, engineering, flooring, food and drink, import/export, motor trades, printing, sign making and tool making and many other diverse activities.
SHLAA	Strategic Housing Land Availability Assessment (SHLAA) – an assessment of land availability for housing, over a fifteen year period required by Planning Policy Statement 3: Housing. (An update on the Urban Capacity Study (UCS) carried out under the requirements of Planning Policy Guidance 3).

SHMA	Strategic Housing Market Assessment (SHMA) – an assessment of housing need and demand which can inform the development of Local Development Documents in planning for housing policies, as set out in Planning Policy Statement 3: Housing.
Smart Sheds	Commonly high-quality buildings with hybrid space, allowing flexible production, warehouse and office, high ceilings (around seven metres), surface-level loading doors, floor loadings of 30-40 kN per sq m and generous service yards and parking; all provided within a good quality, managed development providing say 5-20 units in total. Many building in this sector range between 1,000 sq m (10,000 sq ft) and 5,000 sq m (50,000 sq ft. They support different activities than traditionally occupy industrial buildings, being service-based rather than production-based, and include a high-share of white-collar and distribution work as opposed to manufacturing.
SPD	Supplementary Planning Document (SPD) – Elaborates on policies or proposals in Development Plan Documents and gives additional guidance. Successor to Supplementary Planning Guidance.
Spatial Planning	System to integrate land use planning policies with the policies of other plans, programmes and strategies which also influence the nature of places and how they function. Also about an integrated and partnership approach towards delivery of development.
Strategic Flood Risk Assessment	Strategic Flood Risk Assessment (SFRA) – a study which assesses and maps all forms of flood risk from groundwater, surface water, sewer and river sources, taking into account future climate change predictions.
Street Gym	Street Gym is a set of equipment that mirrors an indoor gym with cross trainers, bikes, chest presses etc and is usually located in open spaces.
Sustainable Development	In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out the following five guiding principles, in its strategy for sustainable development, "Securing the Future" to be achieved simultaneously: Living within environmental limits: Ensuring a strong healthy and just society: Achieving a sustainable economy: Promoting good governance: and using sound science responsibly.
TRDC	Three Rivers District Council (TRDC).
Turning Point	Turning Point is a social care organisation providing services for people with complex needs, including those affected by drug and alcohol misuse, mental health problems and learning disabilities.
UCS	Urban Capacity Study (UCS) – an assessment of land to identify and allocate land for development required under Planning Policy Guidance 3. Updated by the Strategic Housing Land Availability Assessment.
Windfall	Windfall refers to a site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites.

APPENDIX 9: PLANNING POLICY STATEMENTS AND PLANNING POLICY GUIDANCE

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1

Planning Policy Statement: Eco-towns- Supplement to Planning Policy Statement 1

Planning Policy Guidance 2: Green belts

Planning Policy Statement 3: Housing

Planning Policy Statement 5: Planning for the Historic Environment

Planning Policy Statement 4: Planning for Sustainable Economic Growth

Planning Policy Statement 7: Sustainable Development in Rural Areas

Planning Policy Guidance 8: Telecommunications

Planning Policy Statement 9: Biodiversity and Geological Conservation

Planning Policy Statement 10: Planning for Sustainable Waste Management

Planning Policy Statement 11: Regional Spatial Strategies

Planning Policy Statement 12: Local Spatial Planning

Planning Policy Guidance 13: Transport

Planning Policy Guidance 14: Development on unstable land

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation

Planning Policy Guidance 18: Enforcing planning control

Planning Policy Guidance 19: Outdoor Advertisement Control

Planning Policy Guidance 20: Coastal planning

Planning Policy Statement 22: Renewable energy

Planning Policy Statement 23: Planning and Pollution Control

Planning Policy Guidance 24: Planning and noise

Planning Policy Statement 25: Development and Flood Risk

Planning Policy Statement: Development and Coastal Change – Supplement to Planning Policy Statement 25

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আমরা এলাকায় কাউন্সিল দ্বারা প্রদান করা নিয়ে থাকে না সম্পর্কে আপনার মতামত জানতে চাই। আপনি যদি এ তথ্য বাংলা, গুজরাটি, হিন্দি, উর্দু কিংবা অন্য কোন ভাষায় পেতে চান তবে অনুগ্রহ করে যোগাযোগ করুন:

ہم مقامی علاقے اور جیسر وسسر کونسل کی طرف سے سہیا کی جاری ہیں ان کے بارے میں آپ کی رائے جاننا چاہتے ہیں۔ اگر آپ ان معلومات کا ترجمہ بنگالی، گجراتی، ہندی، اردو یا کسی اور زبان میں چاہتے ہیں تو برائے مہربانی نیچے دیے گئے پتے پر رابطہ کیجیے۔

स्थानीय क्षेत्र और काउंसिल द्वारा दी जाने वाली सेवाओं के बारे में हम आपकी राय जानना चाहते हैं। यह जानकारी यदि आपको बंगाली, गुजराती, हिन्दी, उर्दू या किसी अन्य भाषा में अनुवाद करानी हो तो कृपया संपर्क करें:

સ્થાનિક વિસ્તાર અને કાઉન્સિલ દ્વારા પુરી પડાતી સેવાઓ વિશે અમારે તમારા અભિપ્રાય જાણવા છે. જો આ માહિતી તમારે બંગાળી, ગુજરાતી, હિન્દી, ઉર્દુ અથવા બીજી કોઈ ભાષામાં મેળવવી હોય તો મહેરબાની કરી સંપર્ક કરોઃ

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