

## POLICIES

6.0 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 Spatial Strategy. These can be split into three parts:

- **Place-Shaping Policies** for each settlement;
- **Core Policies** covering main topic areas and themes;
- **Development Policies** covering the control of development.

### CHAPTER 6: PLACE-SHAPING POLICIES

6.1 In delivering the spatial strategy it is important to assess how each of the settlements in the District will be expected to contribute to it. In recognition 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 settlement or group of settlements.

6.2 This new policy approach, developed by taking on board comments made at the Issues and Options stage and other relevant sources of information from the Evidence Base (see Chapter 1: Introduction), makes the Core Strategy more 'locally distinctive'. **Appendix 1** gives a brief description of each settlement.

#### PSP1

#### Preferred Policy Approach

#### Development in the Principal Town (Rickmansworth)

The preferred approach to development in Rickmansworth is to:

- Focus future development predominantly on sites within the urban area, on previously developed land
- Provide approximately 20% of the District's future housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment (2009)
- Maintain the overall amount of existing employment floorspace in the town, including the general supply of office accommodation in the town centre.
- 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
- 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
- Promote development, infrastructure and services that will help tackle issues of deprivation affecting Penn Ward particularly in relation to children and young people
- 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 and services
- Support the town centre as a focus for community interaction and the viability of existing facilities such as Watersmeet
- Preserve 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

- Preserve and enhance the unique natural landscape, biodiversity and habitat surrounding the town in the River Chess Valley to the east and the River Colne Valley to the south and
- Improve the provision of, and access to, services and facilities to meet future demands, specifically through:
  - Improvements of parking and cycle facilities at Rickmansworth Station
  - Provision of waiting facilities for hackney carriage ranks within Rickmansworth Town Centre
  - Improvements to rail services and rail links at Rickmansworth Station specifically through the Croxley Rail Link
  - Provision of a strategic cycle route between Rickmansworth Town Centre and Chorleywood and Maple Cross
  - Improved bus services between Rickmansworth Town Centre and surrounding centres
  - Road safety improvements to Park Road (A412) and Chorleywood Road (A404) by Royal Masonic School
  - The extension of cemetery facilities at the site in Woodcock Hill to increase capacity
  - Maintain and improve biodiversity, recreational access and watersports facilities at Rickmansworth Aquadrome in accordance with the management plan and master plan
  - Develop a play area to meet identified needs in the Rickmansworth area

### **Reasoned Justification**

6.3

Rickmansworth is the principal town in the District with the largest town centre, with 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.

## **PSP2**

### **Preferred Policy Approach**

#### **Development in the Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood)**

The preferred approach in Key Centres is to:

- Focus future development predominantly on sites within the urban area, on previously developed land
- Plan for areas of housing growth on the edge of South Oxhey and Abbots Langley as defined on the Key Diagram, specifically through development at:
  - Leavesden Park, South-east of Abbots Langley
  - Oxhey Drive and Northwick Road, South Oxhey
  - Little Furze School, West of South Oxhey
  - Woodside Road, East of Abbots Langley

- Provide approximately 50% of the District's future housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment (2009)
- Maintain and enhance employment opportunities in the Key Centres but reduce oversupply of office provision at Leavesden Park through mixed-use development including housing
- 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 new housing development and to enable Key Centres to be sufficient in meeting local daily needs
- Provide for a modest extension of retail floorspace within the Key Centres where opportunities arise
- Contribute to an integrated approach to improve 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
- 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
- Regenerate parts of South Oxhey such as 'The Strip' area of Oxhey Drive and surroundings
- Preserve and enhance the local distinctiveness of the Key Centres, particularly the historic cores of Abbots Langley, Croxley Green and Chorleywood
- Improve provision of, and access to, services and facilities, to meet future demands, specifically through:
  - Junction improvements to A41 in relation to Leavesden Park
  - Improvements to bus services to and from Leavesden area including shuttle service from Leavesden Park to Watford Junction Station
  - Traffic management improvements to A4125 (Hampermill Lane)
  - Provide a strategic cycle link between Croxley Station and the Ebury Way cycle route via the Byewaters estate
  - Improvement of parking and cycling facilities at Croxley and Chorleywood stations
  - Road safety improvements to A404 by St Clement Danes School
  - Improve the range of youth facilities in all Key Centres
  - Improve facilities and accessibility at Leavesden Country Park
  - Maintain biodiversity and access improvements to Chorleywood House Estate as part of agreed management plan
  - Improve access at Croxley Hall Wood
  - Develop a play area in Chorleywood to address current deficiency in provision
  - Improve facilities at Oxhey Woods Local Nature Reserve including the provision of an education centre on site
  - Improve quality of and access to children's play space in South Oxhey
  - Improve facilities at Abbots Langley Community Centre
  - Provide a new Area Police Headquarters at Leavesden Park

## Reasoned justification

- 6.4 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 very good. Therefore it is appropriate that a proportion of future development should be located within and immediately surrounding the Key Centres.
- 6.5 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.

## PSP3

### Preferred Policy Approach

#### Development in Secondary Centres (Kings Langley, Carpenders Park, Eastbury, Maple Cross, Moor Park)

The preferred approach in Secondary Centres is to:

- Focus future development predominantly on sites within the urban area, on previously developed land
- Plan for areas of housing growth at Kings Langley as defined on the Key Diagram, specifically through development at:
  - Kings Langley Employment Area, East of Kings Langley
- Provide approximately 20% of the District's future housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment (2009)
- Maintain and enhance employment opportunities in Secondary Centres but re-distribute some employment floorspace through mixed-use development in Kings Langley Employment Area and an extension of floorspace at Maple Cross/Maple Lodge
- Maintain and enhance the provision of local shops within the Secondary Centres to meet future local daily needs
- Contribute to an integrated approach to improve transport and movement into, and around, the secondary centres and connectivity with all other centres in the District and service centres in adjoining Districts
- 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
- Preserve and enhance the local distinctiveness and the historic cores of Eastbury and Moor Park
- Improve provision of access to services and facilities, to meet future demands, specifically through:
  - 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

- Improvement of bus services from Maple Cross to Rickmansworth
- Improvement of bus services from Kings Langley Employment Area to Key Centres in District
- Improvement of parking and cycling facilities at Kings Langley, Moor Park and Carpenters Park stations.
- Develop a play area to address identified deficiency in Moor Park, Eastbury and Northwood area.

### **Reasoned Justification**

6.6 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.

6.7 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 on previously developed sites such as within employment areas at Kings Langley Employment Area and previously identified sites within the Green Belt such as at Maple Lodge, Maple Cross.

## **PSP4**

### **Preferred Policy Approach**

#### **Development in Villages (Bedmond, Sarratt)**

The Preferred Option in Villages is to:

- Strictly control development within the villages in order to protect the character, landscape, heritage and wildlife of the wider countryside, and the openness of the Green Belt
- Ensure that new development is well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness
- Allow some limited small-scale development in 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
- Improve the viability, accessibility and community value of existing services and facilities, e.g. 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
- 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 allocated in a subsequent Site Allocations document)
- Provide approximately 2% of the District's future housing requirements over the Plan period to include affordable housing as part of the rural exceptions policy (see policy CP4), and as informed by the Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment (2008)

- Improve provision of and access to, services and facilities to meet future demands, specifically through:
  - Traffic management improvements to the C77 (Bedmond Road)
  - Extending provision at Bedmond Sports and Social Club site, Toms Lane, to include facilities for young people
  - Extending and improving facilities at Frogmore Meadow Site of Special Scientific Interest, Sarratt
  - Creating a play area in Sarratt to meet identified need

### **Reasoned Justification**

6.8 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.

6.9 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.