

VISION AND DELIVERY STATEMENT

NORTH HEMEL HEMPSTEAD

DECEMBER 2019





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1.0 EXECUTIVE SUMMARY

This document supports draft Policy S6 iv of the St Albans Local Plan 2020-2036 for the allocation of a minimum of 1,500 homes on the land at North Hemel Hempstead.

Introduction

St Albans District Council are in the process of adopting a new Local Plan which will set out the policies and proposals to meet the need for new housing, employment and other development within the District in the plan period of 2020 - 2036. North Hemel Hempstead is identified as a broad location for development within the emerging local plan.

This document demonstrates the land at North Hemel Hempstead is deliverable, technically unconstrained and a sustainable location for new development.

The Site

The site comprises 87.9 hectares of predominantly arable agricultural farmland with a small proportion of pasture in the northern part, interspersed with mature field trees and hedgerow field boundaries.

A Sustainable Location

Our sustainability audit has demonstrated the land at North Hemel Hempstead is a sustainable choice for new development and exceeds expectations of access to facilities as identified by 'Shaping Neighbourhoods': a best practice design guide for new neighbourhoods' when fully built out.

The location of the site, adjoining to Hemel Hempstead, lends itself to sustainable modes of transport. The the site is well connected to an extensive network of pedestrian and cycle routes, including the Nickey Line to the south and direct pedestrian and cycle links to various parts of Hemel Hempstead and the North Wessex Downs Area of Outstanding Natural Beauty.

It is evident that the site is well located to encourage future residents to travel to key local employment, retail and leisure destinations, including Hemel Hempstead Train Station, by public transport.

Technical and Environmental Studies

We have undertaken a number of technical assessments on the land at North Hemel Hempstead and conclude that there is relatively little to constrain development or prevent delivery of the draft allocation in accordance with the requirements of draft Policy S6 (iv).

Issues such as planting, public rights of way, utilities, drainage, ecology, heritage, movement and access and landscape and visual impact can be mitigated through sensitive masterplanning. The release of the North Hemel Hempstead Broad Location Site from the Green Belt requires a revised Green Belt boundary in this location. It is proposed the new Green Belt boundary is formed by the existing 400kv pylons that run on a north west to south east axis across the site and reinforced through the addition of a new Country Park featuring landscape mitigation, which would provide a permanent, defensible and long term new Green Belt boundary along the site's eastern edge.



Pylons running along the western edge of the site and existing tree belts



Vision

Our masterplanning work has been developed in response to technical and environmental considerations and has demonstrated that draft Policy S6 iv of the St Albans Local Plan 2020-2036 for the land at North Hemel Hempstead is fully deliverable.

The land at North Hemel Hempstead presents the opportunity to create a new, integrated, neighbourhood for Hemel Hempstead of real note based upon the Garden City principles, sustainable design, health and wellbeing.

The North Hemel Hempstead Broad Location Site to provides:

- A minimum of 1,500 new homes including 40% affordable housing and self-build housing opportunities;
- At least one care home;
- · Supporting transport infrastructure;
- A new 3-Form Entry Primary school and pre-school;
- A Supporting Local Centre to include employment, community, leisure and health care provision; and
- A Substantial new publicly accessible Country Park that will provide a wide variety of open space for formal and informal requirements and provide a permanent green buffer to Redbourn;
- Other supporting infrastructure.

Phasing & Delivery

The North Hemel Hempstead Site is being promoted by Pigeon, the owners of the southern part of the Site in collaboration with the remaining landowners and their delivery partners Bloor Homes. The land is available for development, is free from any overriding constraints and the development of the site is considered to be viable.

A Statement of Common Ground between Pigeon and St Albans City and District Council as well a Statement of Common Ground between Pigeon, Bloor and The Crown Estate, the landowner and promoter of the East Hemel Hempstead Broad Location sites to the south have been agreed to demonstrate Joint working and cooperation.







Introduction & Context

2.0 INTRODUCTION

This Vision and Delivery Statement has been prepared by Mosaic on behalf of Pigeon for the North Hemel Hempstead Broad Location

This document supports draft Policy S6 iv of the St Albans Local Plan 2020-2036 for the allocation of a minimum of 1,500 homes on the land at North Hemel Hempstead.

This document demonstrates the land at North Hemel Hempstead is deliverable, technically unconstrained and a sustainable location for new development. As part of a draft allocated major urban extension of Hemel Hempstead the site will be required to deliver a:

(Policy S6 iv as written)

- Masterplanned development led by the Council in collaboration with Dacorum Borough Council, local communities, land owners and other key stakeholders:
- 2. Minimum capacity of 1,500 dwellings;
- The 1,500 dwelling figure above includes at least one 50+ bed C2
 Residential or Nursing care home, at least one 50+ home C3 home C3
 Flexi-care scheme and 12 units to provide special needs accommodation,
 in accordance with Policy L2;
- 4. Minimum 40% Affordable Housing in accordance with Policy L3;
- 5. Minimum overall net density 40 dwellings per hectare;
- 6. Housing size, type and mix set out in Policy L1 and Appendix 6;
- Strategic and local public open space, including managed woodland and ecological networks;
- Countryside access links including improved off-road paths (rights of way) and links to a community food zone retained in the Green Belt;
- A substantial new Country Park providing facilities for new and existing communities and a permanent green buffer to Redbourn;
- 10. Retention of important trees and landscape features;
- A 3FE primary school, including early years provision, to serve the new community;
- Transport network (including walking and cycling links) and public transport services upgrades/improvements;
- 13. 3% of homes provided to be self build housing;
- New neighbourhood and local centres, including commercial development opportunities;
- Recreation space and other community facilities, including health provision;
- Community Management Organisation with sufficient assets to provide sustainable management of community facilities, open spaces and parklands:
- 17. Excellence in design, energy efficiency and water management; and
- 18. Appropriate renewable energy production and supply mechanisms.

New Town

After the Second World War, in 1946, the government designated Hemel Hempstead as the site of one of its proposed new towns. On 4 February 1947, the Government purchased 5,910 acres (23.9 km2) of land and began work on the "New Town". The first new residents moved in during April 1949 and the town continued its planned expansion through to the end of the 1980s.

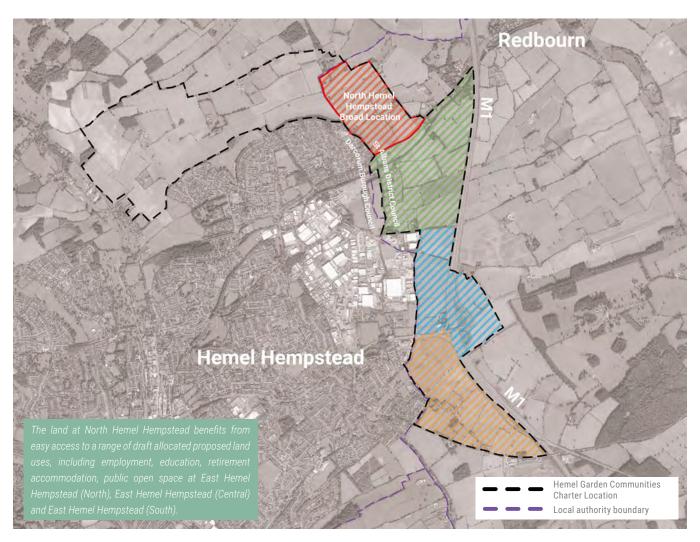
Hemel Garden Communities

Collaborating as a partnership, Dacorum Borough Council, St. Albans City and District Council and The Crown Estate together with Hertfordshire County Council, the Hertfordshire Local Enterprise Partnership and the Hertfordshire Enviro-Tech Enterprise Zone are working to deliver a large-scale housing-led mixed use development providing around 10,000 homes and 10,000 jobs to the north and east of Hemel Hempstead. The partners are developing a strategic approach that ensures these homes, employment opportunities and the new infrastructure is transformative to the town as a whole and the wider area. The proposals were granted Garden Community Status in March 2019.

The Hemel Garden Communities proposal falls roughly equally between land in both the Borough of Dacorum and the St Albans District. The proposals in their entirety represent a major strategic urban extension to Hemel Hempstead and need to be thoroughly considered and tested by both DBC and SACDC as the respective Local Planning Authorities in their emerging Local Plans.

Pigeon fully supports the Hemel Garden Communities Charter, its nine guiding placemaking principles and the collaborative spirit of the forthcoming detailed masterplan and design guidance SPD for the Hemel Garden Communities.







Policy S6i: East Hemel Hempstead (North) Broad Location

- 1,650 dwellings
- · Retirement care
- · Special needs accommodation
- Public open space
- 3FE primary school and pre school
- 8FE Secondary school
- Neighbourhood local centre including commercial opportunities
- Health provision



Policy S6ii: East Hemel Hempstead (Central) Broad Location

- 10,000 jobs
- Enviro-Tech focussed employment
- Significant new business park including business incubator space, office space, research and development, light industrial and logistics
- Part of designated Enterprise Zone
- Gypsy traveller site



Policy S6iii East Hemel Hempstead (South) Broad Location

- 2,400 dwellings
- Retirement care
- Special needs accommodation
- Public open space
- 3FE primary school and 2FE primary school
- Neighbourhood local centre including commercial opportunities
- Gypsy traveller site



Site plan. Scale 1:10,000

Redline boundary 87.9ha

The Site

The site comprises 87.9 hectares of predominantly arable agricultural farmland with a small proportion of pasture in the northern part, interspersed with mature field trees and hedgerow field boundaries. There is no built form present on site. However a public footpath (ref: Redbourn 011), an underground gas main, a line of 400kv overhead pylons and a high voltage overhead power line all cross the site (please see chapter 5.0 Considerations for further details).

The site is bounded by the B487 Hemel Hempstead Road to the south, by Holtsmere End Lane to the west and north and further arable land to the north and east (both Holtsmere End Lane and Little Revel End are single carriageway, rural lanes with

few passing places). The site is in close proximity to strategic routes and benefits from direct linkages via the B487 Hemel Hempstead Road to the A5183 Dunstable Road and the M1.

The site is located on land situated between the eastern urban edge of Hemel Hempstead and the village of Redbourn. The M1 motorway forms a physical and visual barrier between Hemel Hempstead and Redbourn. Whilst the site is currently designated under the St Albans adopted Local Plan Policy 1 as Green Belt, the emerging new local plan designates the site as a 'Broad Location' for development (North Hemel Hempstead) as there are exceptional circumstances to justify the site's release from the Green Belt for development to contribute to meeting housing needs over the plan period and beyond.





Pylons running along the western edge of the site and existing tree belts



Little Revell End



Public right of way running east-west at the north of the site



 $Public\ bridleway\ connecting\ the\ site\ to\ the\ north\ of\ Hemel\ Hempstead$

ABOUT PIGEON

Pigeon (Hemel Hempstead) Ltd are the landowners of the southern part of the North Hemel Hempstead Broad Location Site. Pigeon have been leading the promotion of the Site in collaboration with the other landowners and their delivery partner Bloor Homes.

Pigeon is a private company operated by five directors and a team of professionals from the built environment who each bring considerable experience of delivering high quality residential and mixed-use schemes within the East and South East of England. Pigeon has significant experience and expertise in bringing together teams of leading designers and specialist advisors to deliver high quality residential and mixed-use sustainable communities, including a number of schemes within Hertfordshire.

Pigeon is currently working with The Crown Estate on the delivery of a sustainable urban extension at Kingsfleet, Thetford, Norfolk that has planning permission for up to 5,000 homes, 20 hectares of employment land, primary and secondary school provision, community facilities and public open space. As masterdevelopers for the scheme, Pigeon is working with a number of housebuilders and commercial developers to deliver the scheme and the first phases of development are currently under construction.

To the east of Stevenage, Pigeon has secured an allocation within the East Hertfordshire Local Plan for an urban extension for 600 homes, including a primary school, a new neighbourhood hub, community facilities and public open space. A planning application is currently

under determination.

Pigeon also secured outline planning permission for a scheme for 180 new homes along with a care home, Public Open Space, and Highway Improvements at Buntingford, East Hertfordshire. Delivery of the site is currently nearing completion.

Pigeon's experience demonstrates that it has a proven track record of planning and delivering high quality mixed-use sustainable neighbourhoods, such as the proposed Site at North Hemel Hempstead.



An image of the Thetford Kings Fleet development





3.0 PLANNING OVERVIEW

St Albans District Council are in the process of adopting a new Local Plan which will set out the policies and proposals to meet the need for new housing, employment and other development within the District in the plan period of 2020 - 2036. North Hemel Hempstead is identified as a broad location for development within the emerging local plan

The current Local Plan for St Albans District Council was adopted in 1994 and designates the site as Green Belt. The emerging Local Plan proposes to remove the site from the Green Belt and allocate it for residential led development.

The Local Plan was submitted to the Secretary of State in March 2019 and the Examination in Public Hearings in relation to the plan is scheduled to commence in January and February 2020.

Housing requirement and spatial strategy

The emerging Local Plan requires St Albans District Council to deliver 14,608 dwellings over the 16 year period (2020 – 2036), which equates to an average of 913 dwellings per annum. This figure has been calculated using the standard methodology for assessing local housing need published by the Government, and as outlined in paragraph 003 of the Planning Policy Guidance (PPG). This approach is in accordance with paragraph 11 of the National Planning Policy Framework (NPPF) (February 2019) which states that strategic policies should, as a minimum, provide for objectively assessed needs for housing.

St Albans District Council proposes to deliver the majority of this increased housing need through concentrating growth within a number of 'broad locations for development'. These Broad Locations are proposed to be released from the Green Belt due to exceptional circumstances, in accordance with paragraph 136 of the NPPF. This approach has been evidenced and justified through evidence base documents supporting the emerging Local Plan, including the Sustainability Appraisal Report (September 2018).

The Broad Locations have been concentrated around existing main urban settlements within the District as well as neighbouring Hemel Hempstead as these urban centres provide a greater range of services and facilities and offer greater accessibility by public transport, walking and cycling. These Broad Locations are also of sufficient scale to deliver new infrastructure, services and facilities to support growth. The Broad Locations have also been selected cognisant of the need to minimise adverse impacts on the purposes of the Metropolitan Green Belt. As a result, concentrating growth at these Broad Locations represents the most sustainable strategy to meet the identified housing needs.

Site allocation - North Hemel Hempstead Broad Location

The site is allocated as the 'North Hemel Hempstead' Broad Location within the emerging Local Plan. Policy S6 iv. Please see page 8 for the full draft policy wording as written.

North Hemel Hempstead can make a significant contribution towards meeting the needs for housing within the district in a highly sustainable location due to its relationship with the exiting urban centre of Hemel Hempstead and the wide range of services, facilities and employment opportunities within the town.

The Broad Location is also well placed in the context of the emerging Hemel Garden Communities proposal. North Hemel Hempstead lies within the proposed Garden Community, which has an ambition to deliver 10,000 homes and 10,000 jobs on land to the north and east of Hemel Hempstead.

This Vision and Delivery Statement, along with the appended technical assessments, demonstrates that the North Hemel Hempstead Broad Location is deliverable and is sustainably located in the context of the existing urban centre of Hemel Hempstead and the emerging Garden Communities proposals.



Maylands Business Park



Hemel Hempstead Old Town



The Marlowes Shopping Centre



4.0 A SUSTAINABLE LOCATION

The Sustainability Audit is a comprehensive analysis of the Site and the wider area, encompassing assessment of the Sites access to local facilities, landscape and open space, and connectivity.

SUSTAINABILITY AUDIT

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.

Hemel Heampstead: A sustainable town

The land at North Hemel Hempstead is at a highly sustainable location due to its relationship with the existing urban centre of Hemel Hempstead and the wide range of services, facilities and employment opportunities within the town. The site is also well located to benefit from the existing employment area of the Maylands Business Park, which is less than 1 mile away, and is home to more than 650 businesses. This Business Park is being expanded as part of the Hertfordshire Innovation Quarter Enterprise Zone which is seeking to deliver 3 million sq ft of new commercial space to Hertfordshire creating approximately 10,000 jobs.

Building For Life

Building for Life is a tool to assess and compare the quality of proposed neighbourhoods. It is led by the Design Council CABE, Home Builders Federation and Design for Homes. Whilst Building for Life is usually awarded to completed schemes, the site selection criteria has been applied to the land at North Hemel Hempstead to demonstrate the sustainability of the site as a location for future extension. Building for Life asks:

- 1) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- 2) Are there enough facilities and services in the local area to support the development? If not, what is needed?

The facilities audit on the next page demonstrates the land at North Hemel Hempstead is a sustainable site location and fully meets the Building for Life criteria through existing local facilities. Shaping Neighbourhoods, a best practice neighbourhood design guide, also suggests the site scores highly as a sustainable location for neighbourhood extensions. This is illustrated on the following pages.



Facilities Audit

Figures 1, 2 and 3 assess the land at North Hemel Hempstead against the accessibility criteria benchmark for new neighbourhoods established by Shaping Neighbourhoods. Fig. 1 demonstrates the ideal distances of local facilities for a sustainable neighbourhood. Fig. 2 illustrates how accessible local facilities are from the site today and Fig. 3 illustrates the accessibility of local facilities when the site is built out.

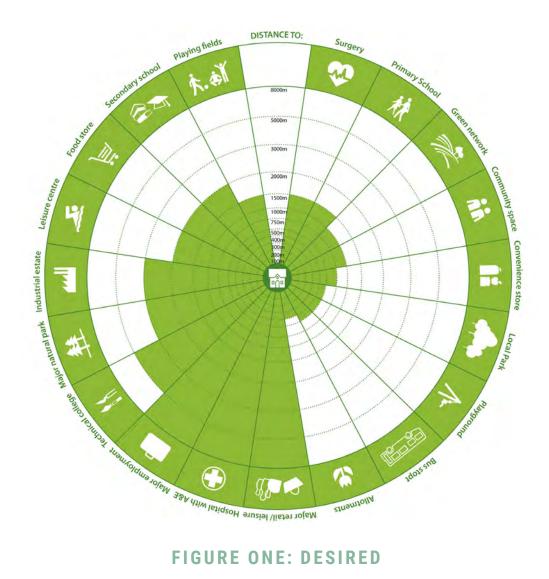


FIGURE ONE: DESIRED

Illustrative ideal accessibility criteria, adapted from 'Shaping Neighbourhoods, for Local Health and Global Sustainability'.

Ideal Accessibility



The 'Actual' (Fig. 2) facilities audit has highlighted 'ideal' or 'good' access to the majority of facilities. Access to playing fields and allotments facilities are weak and could be improved through new open space and recreation provision provided as part of the proposed scheme. This demonstrates the site is already a highly sustainable location prior to any development, with 'ideal' and 'good' access to a range of facilities.

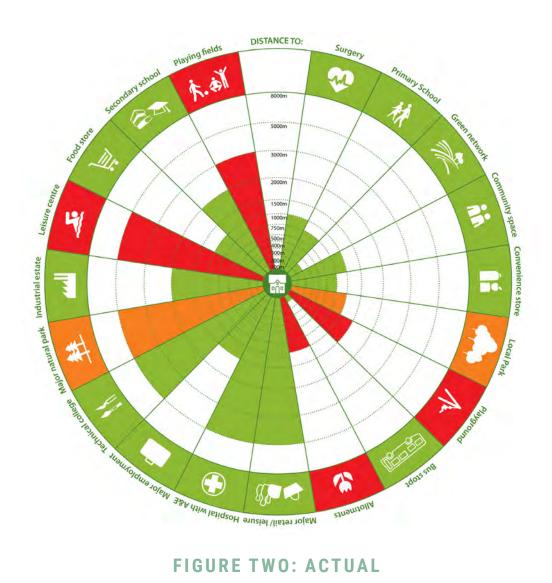


FIGURE TWO: ACTUAL

Illustrative actual accessibility criteria to relevant local facilities from the Site location.

> Ideal Accessibility Good Accessibility

> Weak Accessibility

However, Fig. 3 illustrates that once the land at North Hemel Hempstead is built, and provides new a local park, playing fields, allotments and play areas, access to facilities is even better.

In summary the land at North Hemel Hempstead is a sustainable choice for new development and exceeds expectations of access to facilities as identified by 'Shaping Neighbourhoods': a best practice design guide for new neighbourhoods' when fully built out.

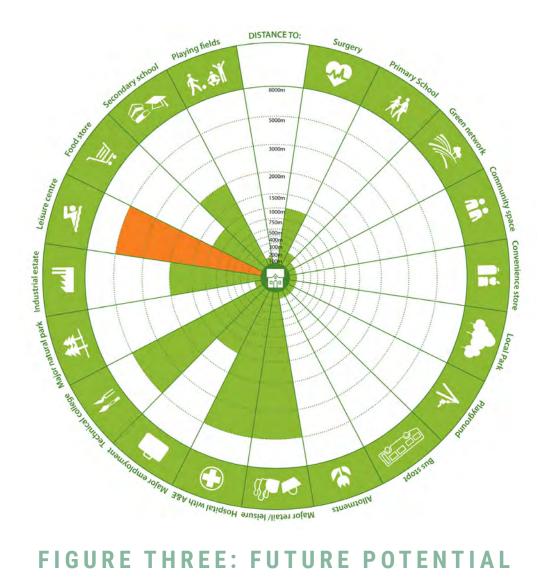


FIGURE THREE: FUTURE POTENTIAL

Illustrative actual accessibility criteria once the land North of Hemel Hempstead is built.

Ideal Accessibility Good Accessibility



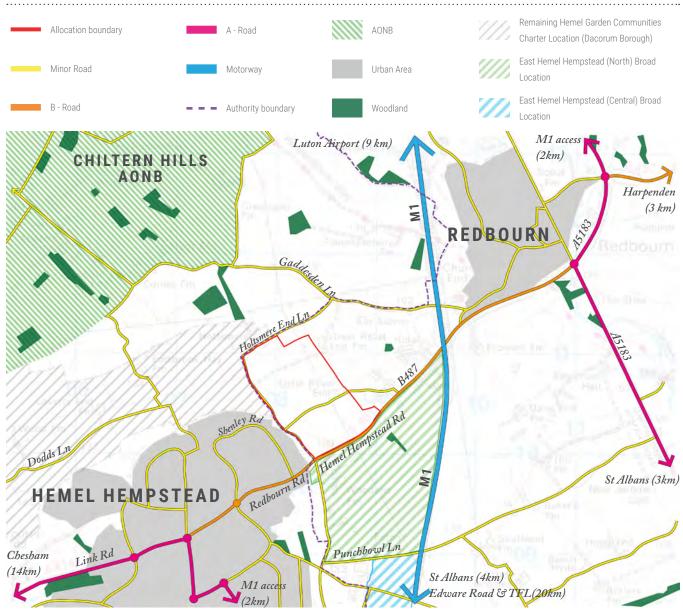
Connectivity Audit: Road Network

The strategic highway network is focused around the B487. The B487 provides a connection to Hemel Hempstead Town Centre to the west and Redbourn and Harpenden to the east. The M1 can be accessed via the B487/A414 providing good links to London and the North. The site is well located with respect to accessing key local centres and the wider region via the strategic road network.

The western and northern boundaries of the site are bordered by Holtsmere End Lane, a small single-track road connecting the B487 to Gaddesden Lane. Furthermore, the site is divided by a small unnamed single track road used to serve the small number of properties at Little Revel End.



Redbourn Road as seen leaving Hemel Hempstead looking towards the site.



Highway network Scale: NTS

Connectivity Audit: Pedestrian & Cycle Network

The location of the site, adjoining to Hemel Hempstead, lends itself to sustainable modes of transport. The plan below shows the site is well connected to an extensive network of pedestrian and cycle routes, including direct pedestrian and cycle links to various parts of Hemel Hempstead and the North Wessex Downs Area of Outstanding Natural Beauty.

The site is also connected by pedestrian links to the Hertfordshire Way; a long-distance walk (190 miles) providing a route through the majority of Hertfordshire including St Albans, Tring, Langley and Bishop's Stortford.

The Nickey Line, directly south of the site, is a long-distance cycle path along a disused railway line. It is approximately 9 miles long and connects Hemel Hempstead to Redbourn and Harpenden and is part of national cycling route 57 (Oxford to Welwyn Garden City). The draft allocated East Hemel Hempstead site to the south presents an opportunity to connect the site to the Nickey Line to encourage more sustainable modes of transport.



The Nickey Line Cycle Route.



Pedestrian and cycle network Scale: NTS



Connectivity Audit: Public Transport

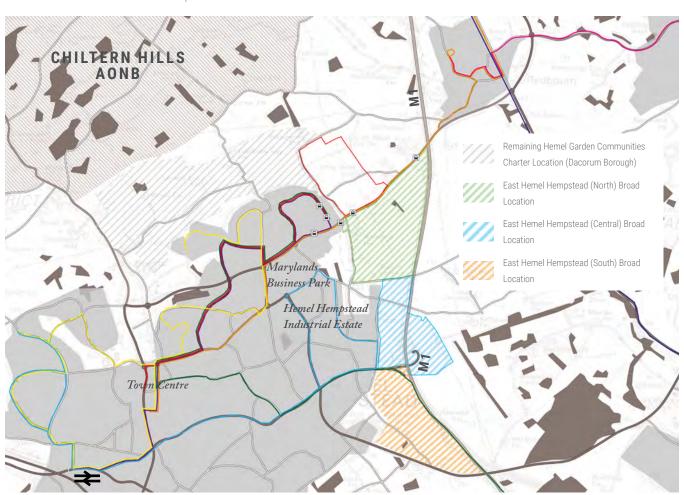
The closest public transport locations are the bus stops located on Redbourn/Hemel Hempstead Road immediately south of the site. The bus service that operates from these stops (Route 46) connects Luton, Markyate, Redbourn and Hemel Hempstead every hour (Monday-Saturday). The existing network of public rights of way and footways provide easy access to routes 2, 748 and 759 which provide regular links to the Town Centre and the Railway Station (every 20-25 minutes).

It is evident that the site is well located to encourage future residents to travel to key local employment, retail and leisure destinations by public transport. Furthermore, it should be noted that route 2 provides services to Hemel Hempstead Train Station four times hourly on weekdays. As this station is served by circa ten trains per hour (including four to London Euston and two to Milton Keynes) it is evident that the site is also well located for people to undertake longer journeys by a combined bus-rail trip.



Bus route 46 on Redbourn Road , the southern boundary of the site, connects the site to Hemel Hempstead and Luton.





Public transport network Scale: NTS

5.0 CONSIDERATIONS

We have undertaken a number of technical assessments on the land at North Hemel Hempstead and conclude that there is relatively little to constrain development or prevent delivery of the draft allocation in accordance with the requirements of draft Policy S6 (iv).

INTRODUCTION

The site is well screened by existing trees, woodland belts and hedgerows and, although development will alter the character of the site, sensitive design will allow development to sit well within its setting. In terms of its landscape value, the site offers a number of opportunities that could significantly enhance the development and help to create a unique sense of place. Existing features such as trees, woodland belts, water bodies and hedgerows can all be integrated in a way that adds value to the development.

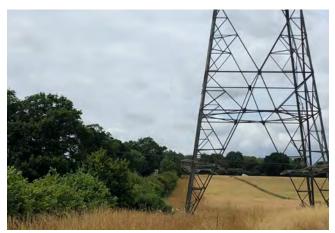
The network of public rights of way can be fully retained and integrated to provide connections within the development and to the wider countryside. Provision of access and services is straightforward and the pipeline and powerlines that pass through the site can be retained in situ and placed underground respectively.

The release of the North Hemel Hempstead Broad Location Site from the Green Belt requires a revised Green Belt boundary in this location. It is proposed the new Green Belt boundary is formed by the existing 400kv pylons that run on a north west to south east axis across the site and reinforced through the addition of a new Country Park featuring landscape mitigation, which would provide a permanent, defensible and long term new Green Belt boundary along the site's eastern edge.

The site can be developed in such a way that the identified surface water flood risks pose a limited constraint to the masterplan. The areas identified as at flood risk can be integrated within the Site landscaping and POS with residential areas proposed on higher ground .

While there are some off-site heritage assets, mitigation through the design of the development will likely result in no significant impacts on the historic environment.

The plan (right) summarises the key considerations. The following pages outline the considerations in further detail.











Considerations plan. NTS.



LANDSCAPE AND VISUAL

Green Infrastructure Context

At a county level, the North Hemel Hempstead Broad Location Site lies within Hertfordshire Green Infrastructure Network, encompassing river valleys, chalk grasslands, farmlands and woodlands.

Overall, the site is visually and physically enclosed along the western, northern and southern boundaries due to the hedgerow and tree cover. Beyond the site, further hedgerow field boundaries and woodland blocks provide the area with an increased degree of enclosure, most notably Hay Wood and woodland associated with the urban edge of Hemel Hempstead.

Public access to the site is limited to a public footpath (Redbourn 011) that crosses the northern extents on an east – west axis. There are a further five public footpaths that lie in close proximity to the site, these comprise Great Gaddeston 048 to the west, providing links from the settlement edge of Hemel Hempstead to the site's western boundary; Redbourn 010 abutting the eastern boundary; Redbourn 009 providing links from the eastern site boundary towards Redbourn; a publicly accessible route off Holtsmere End Lane on the site's northern boundary which provides onward connection north to the Chiltern's AONB; and Redbourn 013 connecting to the Nickey Line (National Cycle Network (NCN) Route 57) providing links from the site boundary southwards towards East Hemel Hempstead.

Landscape and Visual Context

A Landscape and Visual Appraisal (LVA) has been carried out in order to inform the design process and considered relevant planning policy, landscape character assessments, existing site features and the opportunities for minimising the impact of the proposed development on surrounding views.



Comprehensive walking and cycling network

Due to the presence of existing mature field boundary vegetation and the densely wooded northern edge to Hemel Hempstead, the site is largely visually contained, sharing limited or no intervisibility between Hemel Hempstead, Redbourn and the Chiltern's AONB. Partial/filtered views are possible from bridleway Hemel Hempstead 128, from Holtsmere End Lane adjacent to the northern boundary and footpath Great Gaddesden 048 within the wider landscape to the west/north-west.

Views from the immediate landscape to the north, east and west would see the proposed development set amongst existing mature vegetation to the site boundary. This would provide screening and softening of the development upon completion.

Green Infrastructure Strategy

At the heart of the Green Infrastructure (GI) Strategy for the North Hemel Hempstead Broad Location Site is a GI Framework, delivering a biodiversity net gain through a network of green spaces that are essential for sustainable communities in the present and future. The GI Framework will embrace the landscape context to connect existing and planned communities via a network of accessible green spaces which respects and protects the ecological and cultural heritage of the area and supports local distinctiveness.

These connections will feed into wider green infrastructure strategies for the area by delivering dedicated new places for recreation, play, relaxation, nature and food growing.

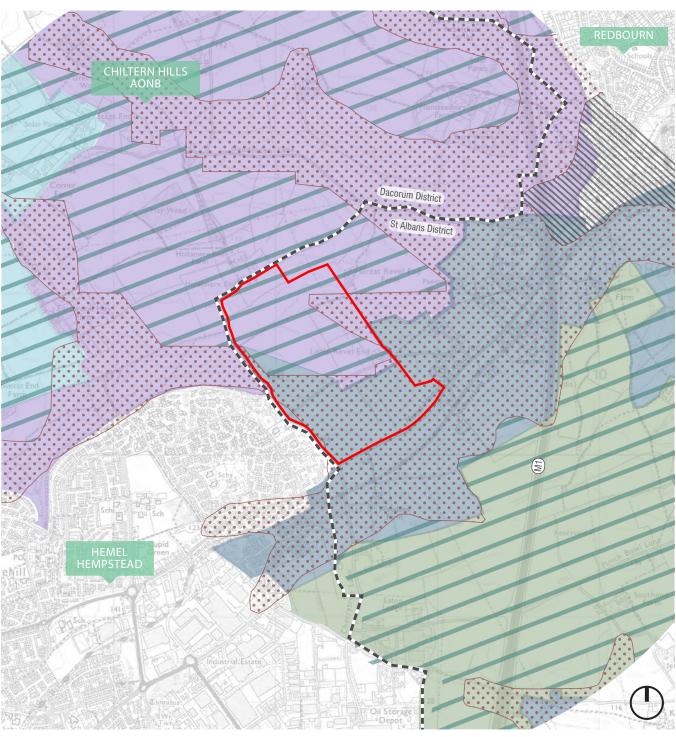
The proposed GI Framework will:

- Create a connected, multifunctional habitat mosaic which embraces the site's landscape and ecological assets. The mosaic will provide areas of ecological value including hedgerows, grassland, wetland and woodland habitats for wildlife and enjoyment by new and existing communities.
- Improve pedestrian, bridleway and cycle provision, creating new multifunctional corridors with opportunities for users to enjoy the countryside through increased access.
- Provide suitable open space within close proximity to the future homes of the North Hemel Hempstead Broad Location Site's residents.

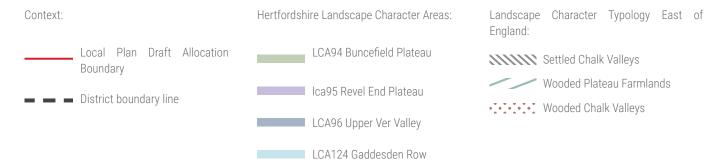


Opportunities for trim trails





Landscape character



MOVEMENT & ACCESS

Overview

The NPPF seeks to locate new developments in areas that provide people with a choice of travel modes so as to be able to provide safe and suitable access for all. There is also a presumption that new developments should only be resisted on Highways and Transportation grounds when it can be demonstrated that it will lead to a severe impact upon the local transport networks.

When considered against this background, it is evident that the allocation of the North Hemel Hempstead Broad Location is well placed to accord with these principles. An overview of the transport and accessibility considerations in relation to the site is provided below, with a more detailed assessment within the Technical Appendices.

Access to the Highway Network

The North Hemel Hempstead Broad Location Site sits towards the north-east of the town and fronts the B487 Redbourn (Hemel Hempstead) Road which connects with both Redbourn to the immediate east and then the M1 at Junction 9 via the A5183. The road is mostly rural over this length but its character changes towards the west as it passes into the urban area. It is generally not congested, although local roundabout accesses to the Maylands Business Park and Industrial Estates further west experience some congestion at peak times. The road is nevertheless likely to provide a suitable access for North Hemel Hempstead and means that the Broad Location Site is well connected to the town, key services and other local destinations as is required by the NPPF.

It is proposed that access to the development will be taken directly off Redbourn Road via two new junctions providing the potential to segregate car and non-car traffic. The proposed site access strategy includes:

- The main access to the site will be taken from a four-arm roundabout which will also serve the East Hemel Hempstead (North) Broad Location site to the south. A Statement of Common Ground (SoCG) with the Crown Estate accompanies the submission to demonstrate how Pigeon and The Crown Estate are collaborating with regard to the delivery of this shared access. This will be future-proofed to provide additional capacity to accommodate any further growth associated with the wider HGC proposals.
- In addition, a separate signalised T-junction further west along Redbourn Road will provide an additional point of access which will provide flexibility in the implementation of the early phases of the scheme and could ultimately provide a dedicated access for non-car modes.
- Separate Toucan crossings will be provided that will allow the safe and efficient crossing of Redbourn Road for nonmotorised users. This will enable connections to East Hemel, The Nickey Line and the wider pedestrian and cycle network.

The highway network around Hemel Hempstead is focused on the M1 to the east and the M25 to the south, with the A414 connecting the two through the centre of the town via the A41 out towards the west. Many of the roads serving Hemel Hempstead are busy at peak times and, locally, congestion centres upon M1 Junction 8 and the A414 Breakspear Way as commuters use the former to travel to and from work each day.

To combat this, a series of interventions are planned as part of the Council's Infrastructure Delivery Plan (IDP), which include the phased upgrading of Junction 8, the construction of a Spine Road through the proposed East Hemel Hempstead site between Redbourn Road and A414 and improvements to the Breakspear Way Roundabout at Green Lane. These major interventions, together with more localised junction upgrades within the town itself, are to be funded collectively and are covered by the Maylands Growth Corridor Investment Prospectus of 2018. Once in place, they should see the removal of local hot-spots and provide better connectivity throughout the area.

With specific regard to North Hemel Hempstead the IDP requires the provision of local highway improvements including the new Site Access Junction(s) and internal roads along with improvements to public transport, walking and cycling routes. In this regard, it specifically seeks to secure improved walking and cycling routes between the site and Maylands Business Park. It suggests that these would be delivered through financial contributions and that contributions might also be required towards some of the transport mitigation measures for East Hemel Hempstead.



Redbourn/Hemel Hempstead Road (B487)



Public Transport

The North Hemel Hempstead site is also highly accessible by Public Transport with the nearest bus stops along Redbourn Road approximately 75m from the south west corner of the site. Additional bus stops are available in neighbouring Woodhall Farm with excellent accessibility from the local footpath network. These provide opportunities to access many local facilities and employment opportunities located within the town that can already be reached by bus. Notable amongst these is the Route 2 service operated by Arriva which provides up to six buses per hour and boasts an eleven-minute journey time to the Town Centre, serving Apsley Railway Station on its way via a short walk. The nearest Route 2 bus stops to North Hemel Hempstead sit close to its south-west corner, making it an ideal "early win" opportunity notwithstanding any new services or service extensions that may come forward as the development progresses. Combined with the Route 46 that runs out to the east along Redbourn Road on an hourly basis, the Site is currently well served by public transport.

Building on the existing provisions however, the close proximity of the Maylands employment areas provides an ideal opportunity to help deliver a high quality public transport offer at North Hemel Hempstead. Centred upon a small fleet of electric mini-buses and provided with a dedicated access onto Redbourn Road, it is proposed that the existing bus services will be augmented at an early stage by a frequent shuttle bus to Maylands, aimed at supporting local trips by sustainable means. This service will be delivered by the development through any Section 106 agreement and offer the potential to combine with wider proposals within the IDP to deliver a more extensive and integrated network in the future. In particular, this would link with the Shuttle Bus service proposed within the IDP between Maylands and the Town Centre.

Pedestrian & Cycle Access

One of the most notable features of Hemel Hempstead as a town is the compact nature of the services and facilities contained within it. The North Hemel Hempstead site's location on the edge of the town therefore ensures that it is highly accessible to the extensive range of services and facilities within the town. All areas are within easy cycling distance of North Hemel Hempstead and many are within walking distance, making it an ideal sustainable location for development as is required by the NPPF.

In particular, the site is within walking distance of the local centre and primary schools within the neighbouring Woodhall Farm area of the town. The proposed primary school and a local centre at North Hemel Hempstead along with the addition of a new secondary school at East Hemel Hempstead will only add to this accessibility and the Maylands Business Park areas can be reached easily via Cherry Tree Lane which is both direct and quiet. The areas to the north and east of site are rural, meaning that walking for leisure purposes will be well served too through improvements to the PROW network enhancing access to the countryside.



Route 46 that runs out to the east along Redbourn Road on an hourly basis



The Nickey Line



The Marylands Business Park

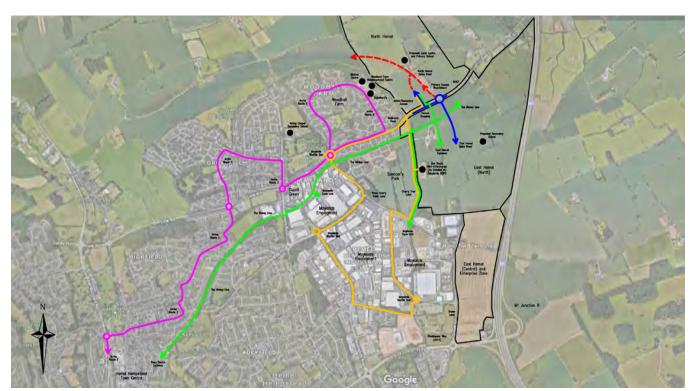
At present, the best and most important link locally is the Nickey Line to the south which runs along the route of a former railway line and provides a non-vehicular link to the centre of the town passing numerous local facilities and higher order services on the way. Running just to the south of Redbourn Road, it provides a ready-made route for North Hemel Hempstead pedestrians and cyclists alike and, whilst a few local upgrades would be beneficial, is of a high quality. Access to it from the North Hemel Hempstead site would be provided across the Redbourn Road in the form of new toucan crossings built alongside and as part of the accesses, making its use both safe and convenient for non-car travellers. The crossings would also double-up as further links though to the East Hemel Hempstead Broad Location site and the proposed secondary school; again, combining safety with ease of access for those wishing to travel to and from this area.

Overall, the Nickey Line represents an ideal opportunity and one that North Hemel Hempstead will take full advantage of. As part of a future planning application at North Hemel Hempstead, consideration would therefore be given to how the current route can be improved, particularly with respect to known pinch-points and poor connectivity to other routes that naturally result from its use as a former railway line. These aspects will be covered by a Travel Plan and delivered through a Section 106 Agreement. Other routes are important too however, so these will also be covered in the travel plan with Cherry Tree Lane and Three Cherry Trees Lane featuring highly due to their quiet nature and local connections to Maylands Business Park.





Network of safe cycle routes



Site access strategy Scale: NTS

Key
 Initial Infrastructure
 Primary Infrastructure
 Proposed Electric Mini-Bus Service (Extendable)
 Existing Arrivo Bus Route 2 (6 Buses per Hour)
 Primary Cycle/Footway Links

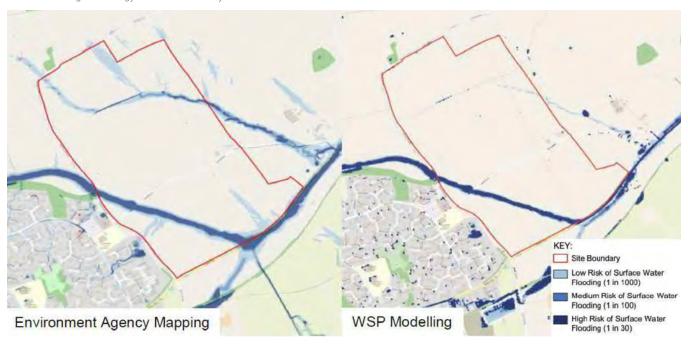


DRAINAGE

The flood risk for the site has been assessed for all potential sources, including river, surface water, ground water, and other residual risks. The site is designated Flood Zone 1, defined as being land having a less than 1 in 1,000 annual probability of river or sea flooding. The southern boundary of the site is recorded by the Environment Agency (EA) as being at a residual risk of reservoir flooding in the unlikely event of failure of the Thames Water Asset. A dry valley is present within the site which may, during extreme rainfall, act as an overland flow path for surface water. The site is underlain with permeable chalks and so the extent of the flow path as modelled at the national scale by the EA is thought to be conservative. WSP has undertaken more refined modelling with the methodology agreed with Hertfordshire County Council Lead Local Flood Authority. This modelling utilises more detailed topographical survey, onsite geotechnical surveys and the latest modelling technology to more accurately determine the risk and

to review options to manage the surface water onsite and options for offsite betterment. As is clear from the image below, the site can be developed in such a way that the identified flood risks pose a limited constraint to the masterplan. The areas identified as at risk can be integrated within the Site landscaping and POS with residential areas proposed on higher ground .

Onsite infiltration testing has confirmed soakaways are viable onsite. The proposed drainage strategy will look to manage surface water as close to its source as possible through the provision of Sustainable Drainage Systems (SuDS) to help replicate the pre-development greenfield scenario. SuDS will be integrated into the public open space provision and should deliver amenity, landscape and biodiversity benefits. The foul discharge from the development will be collected by gravity networks through the development to ultimately discharge to the Thames Water sewers.



Risk of flooding from surface water mapping comparison



Integrating sustainable drainage within streets

ECOLOGY

A preliminary ecological appraisal of the site has been undertaken to investigate the impacts of the proposed development at North Hemel Hempstead. The desk study confirmed that there are no designated sites within the site boundary and no statutory sites within 2km of the site. Whilst there are a number of Local Wildlife Sites within 2km of the site, the closest of which is the Nickey Way Dismantled Railway located approximately 125m to the south of the Site, the proposed development is not considered to impact on these sites.

The findings of the extended Phase 1 Habitat Survey confirm that whilst much of the site comprises of arable farm land with low ecological and biodiversity potential, there are boundary habitats onsite which have the potential to support reptiles, birds, badgers, Hedgehog and foraging bats. These include semi-improved grassland field margins, hedgerows and scattered trees. The site is not considered suitable for Otter, Water Vole, Roosting Bats, Hazel Dormouse or Great Crested Newt.

Reptile and Bat Surveys have subsequently been undertaken which demonstrate that there no reptiles currently using the site but that there is evidence of bat foraging within the trees along the field boundaries. These do not present an overriding constraint to development and the retention of important boundary hedgerows and trees within the proposed masterplan will help ensure that the connective foraging habitat for foraging bats, badgers, reptiles and hedgehogs are maintained, minimising and/or avoiding any impacts. There are also good opportunities to achieve an overall biodiversity net gain and enhanced habit for protected species by including good quality habitats within the proposed country park and other areas of public open space and the SUDs network



Phase One Habitat Plan



UTILITIES

Supply authority record information has been provided, detailing the existing services in and around the site. Pre-development applications have also been submitted to confirm if and how the proposed development could be served.

The record information indicates that there are no potable water, foul or surface water drainage or natural gas pipes on or crossing the proposed site. However, all of these services are present in the existing residential development to the west of the site (Woodhall Farm) and in Redbourn Road to the south of the site.

There is an overhead ultra-high voltage electricity pylon route crossing the eastern part of the site, running parallel to Holtsmere End Lane. Diversion of this primary distribution network will not be possible and its retention forms part of the site masterplan.

Further, there are a pair of overhead HV services crossing the site from the southern end, running roughly north and turning northwest, skirting the existing residential development of Woodhall Farm. Diversion of these HV cables is currently being investigated - they are currently assumed to be diverted in the proposed site layout.

There are local overhead BT services present to the east of the site, adjacent to the travellers' site. These serve the local farms and dwellings and services can either be retained or diverted to suit the proposed site layout.

Finally, there is a BPA fuel pipeline crossing the site diagonally from north-west to south-east. Diversion of this pipeline will not be possible and it has been incorporated into the site masterplan framework along with its associated easement.

In terms of utility supplies to the proposed development, Cadent have confirmed there is a viable connection point within the existing gas network on Redbourn Road within Woodhall Farm.

UKPN are currently working to provide pre-development information for the site. However, it is known that a number of new sub-stations will need to be located around the site to serve the new development along with their associated HV and LV network. Location of these substations will depend on the final site layout.

A full buried and ducted BT infrastructure will be provided throughout the proposed scheme providing full fibre broadband. It is noted that Virgin Media network is present in Woodhall Farm and running along Hemel Hempstead Road - this network could be extended to serve the North Hemel Hempstead Site.

Potable water in the area is provided by Affinity Water, with wastewater handled by Thames Water. Both have been approached with predevelopment enquiries for the site. Affinity Water have extensive networks in Woodhall Farm and Thames Water have a network within Woodhall Farm and along the roads bordering the site. Furthermore, there is an Affinity Water reservoir to the south-west of the North Hemel Hempstead Site.

HERITAGE

A desk-based assessment and heritage assessment has been completed for the site. This included examination of all accessible archive sources including the Hertfordshire Historic Environment Record, historic maps and plans as held by the Hertfordshire Record Office and records of designated sites and cropmark transcriptions held by Historic England. The assessment also included examination of aerial photographs held by the Historic England Archive and LiDAR data held by the Environment Agency. These sources informed a site walkover and subsequently a geophysical survey of the south western section of the site.

No designated heritage assets have been recorded within the site. However, a number of regionally significant Grade II listed buildings and a nationally significant scheduled monument have been recorded within the wider study area surrounding the site. Several non-designated historic buildings were identified immediately to the north of the site at Little Revel End Farm. These are considered to be of local significance. Any potential impacts can be suitably mitigated through the inclusion of off-set buffers and landscaping within the masterplan.

None of the data sources identified any significant archaeological assets within the site and no such assets were identified during the geophysical survey. Previous programmes of geophysical survey and trenching evaluation carried out on the land immediately to the south of the site also produced no evidence of significant or concentrated archaeological activity. There is therefore no indication, on current knowledge, that the site contains significant archaeological deposits likely to constrain scheme design. It is likely that any potential impact upon deposits within the site could be satisfactorily mitigated through site investigation and recording prior to construction.

It is considered that, subject to mitigation, there are likely to be no significant impacts on the historic environment that should preclude the allocation of the site within the Local Plan.



Designated Heritage Assets



Vision

6.0 VISION

As part of the Hemel Garden Communities 'transformative' proposals, and in accordance with Policy S6 iv, North Hemel Hempstead will deliver 1,500 new homes, retirement accommodation, a 3FE primary school, a local centre including commercial development opportunities, community facilities, health provision and a substantial new Country Park.

THE OPPORTUNITY

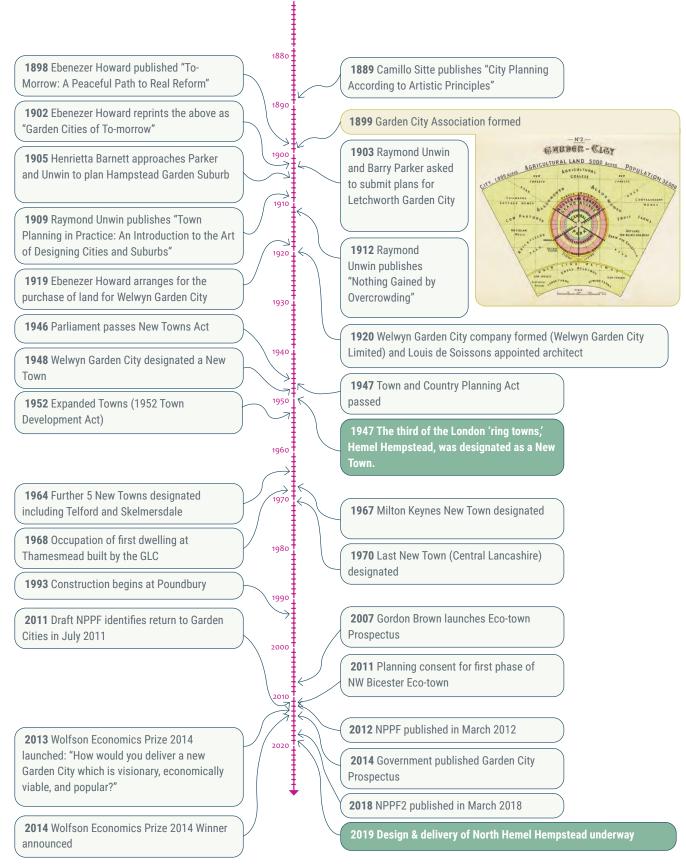
As set out in the introduction of this document, Pigeon fully supports the Hemel Garden Communities Charter and its nine guiding placemaking principles. The creation of "new settlements or significant extensions" following Garden City Principles and their ability to deliver new houses is widely acknowledged within National Policy, including the revised National Planning Policy Framework (NPPF).

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities... they should set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles)." [NPPF, Para.72]

Pigeon fully supports the collaborative spirit of the forthcoming detailed masterplan and design guidance SPD for the Hemel Garden Communities.







"Collaborating as a partnership Dacorum Borough Council, St. Albans City and District Council and The Crown Estate together with Hertfordshire County Council, the Hertfordshire Local Enterprise Partnership and the Hertfordshire Enviro-Tech Enterprise Zone are working to deliver a large-scale housing-led mixed use development providing around 10,000 homes and 10,000 jobs".

THE CHALLENGE: A 21ST CENTURY GARDEN COMMUNITY AT NORTH HEMEL HEMPSTEAD

The National Planning Policy Framework (NPPF) recommends Local Authorities plan for larger scale development (new settlements or significant extensions) following the principles of Garden Cities. The historic Garden City movement has led to comparatively successful places which are, in general, places that are still attractive to live in today. As a Mark One New Town the Garden City model for development is particularly relevant to Hemel Hempstead.

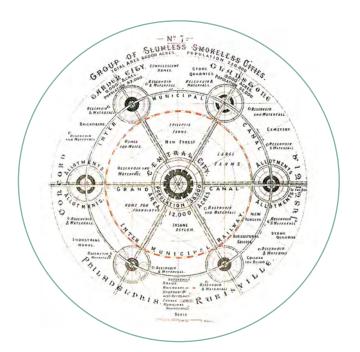
However, the Garden City movement is now over 100 years old.

Although many of the issues faced by planners 100 years ago, such as the dilemma of town versus country are still relevant today, the Garden City theory is in need of updating to meet the various needs of modern day living and to incorporate steps forward in sustainable technological know-how. A contemporary interpretation of a new settlement is needed which meets the needs of 21st Century life and, in particular, responds to the following issues:

- Climate Change a fundamental approach which seeks to create sustainable lifestyles, with the emphasis on low carbon renewable energy and recycling technologies.
- Local Involvement this encompasses community involvement, both in design and management and a large degree of self-sufficiency in terms of energy, water and food production with a strong and distinctive identity.
- Regeneration Benefits The new development has the potential to support town-wide transformational initiatives for Hemel Hempstead and enhance its economy.

To create a 21st century Garden Community, Pigeon's collaborative approach with St. Albans City and District Council and its partners will build upon and supplement the original Garden City Movement's model and build upon the best of Hemel Hempstead's New Town heritage. An updated set of contemporary principles are needed, and these are set out in the Hemel Garden Communities Charter:

- **Principle 1** Connective green infrastructure
- Principle 2 Transformative mobility improvements
- Principle 3 Diverse employment opportunities
- Principle 4 Vibrant communities
- Principle 5 Exemplary design
- Principle 6 Strong corporate and political public leadership
- **Principle 7** Empowering communities
- Principle 8 Innovative approaches to delivery
- Principle 9 Active local stewardship





CREATING A HEALTHY & SUSTAINABLE COMMUNITY

We would recommend the addition of health and wellbeing as a further principle for the Hemel Garden Communities Charter.

The NPPF states planning policies and decisions should aim to achieve healthy, inclusive and safe places. As part of a wider large-scale housing-led mixed use development, North Hemel Hempstead provides, and is near to, significant local facilities and employment opportunities which will contribute towards a healthy community based on 'healthy living' principles.

What is a healthy and sustainable community?

Healthy places are those designed and built to improve the quality of life for all people who live, work, learn and play within their borders - where every person is free to make choices amid a variety of healthy, available, accessible and affordable options.

North Hemel Hempstead: Principles for creating a healthy and sustainable community

Even at this early stage, we have established a set of guiding principles for development (explored below). We would seek to work closely with the Hemel Garden Communities Charter partners, the public and other key stakeholders to develop North Hemel Hempstead into a healthy and sustainable community of real note.



Sustainable movement and access

Creating a place that prioritises active and inclusive environments which provide easy and safe opportunities for everyone to be physically active through sustainable modes of travel.

This includes the creation of walkable neighbourhoods, supporting cycling and walking and investment in bus services



Neighbourhood spaces and infrastructure

Providing improved access to community and health infrastructure to meet local needs, maximising the potential for redevelopment while also making use of redundant premises and spaces and actively seeking opportunities for co-location.



Open spaces, play and recreation

Delivering a comprehensive network of natural and public open spaces and places that provide for a range of informal and formal activities for everyone's participation and enjoyment.



Designing for climate change

Climate change and the resulting predicted increase in the frequency of heatwaves presents a challenge for the design of new healthy neighbourhoods. At the neighbourhood scale, there is the opportunity for energy generation and to mitigate the potential for the heat island effect through the creation of green spaces and cool pavement systems.



Biodiversity

Delivering a range of landscapes to enhance the variety of plant and animal life.



Ease of access for an ageing population

Living longer, but perhaps with reduced mobility, means that the designing the built environment with an ageing population in mind requires genuine thought. Providing opportunities for social interaction and exercise are important to reduce both physical and cognitive decline.



$Food\ environment$

Providing the local community with access to healthy food options and the opportunity to grow their own food in designated public and private spaces accessible from the home, school or workplace.



Design out crime

Employ approaches that design out crime, such as buildings overlooking public routes and spaces (natural surveillance) and good street lighting.



Buildings

Constructing high-quality, energy efficient, humanscale buildings with healthy internal and external, working and living environments that promote the long-term health and comfort of their occupants.



Sustainability

Delivering sustainable buildings and excellent access to a wide range of facilities and services through sustainable modes of movement including public transport, walking and cycling.



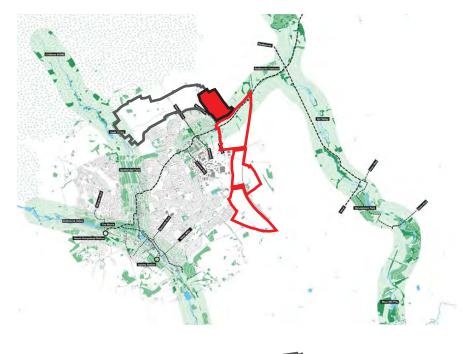
Creating a quality legacy

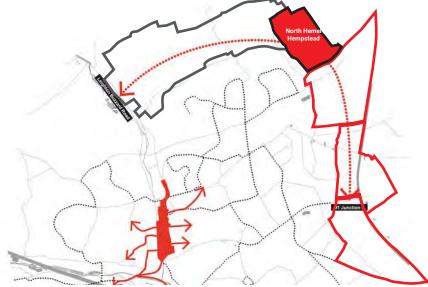
Delivering high-quality design by striving for best practice, innovation and exemplar design standards to create a legacy of real note.

Source: Adapted from TCPA, 2017, guide 8 creating health promoting environments.

7.0 MACRO DEVELOPMENT PRINCIPLES

The following pages set out a sequence of diagrams to show how the development of the land at North Hemel Hempstead supports the strategic principles set out in the Hemel Garden Communities Charter.





RIVER VALLEYS

'At the confluence of two rivers, valleys create the landscape character of the town. Whilst they present challenges in overcoming severance, they also offer an opportunity to create continuous and attractive movement corridors that connect the town to the rare landscapes along the valley edges in the surrounding countryside'.

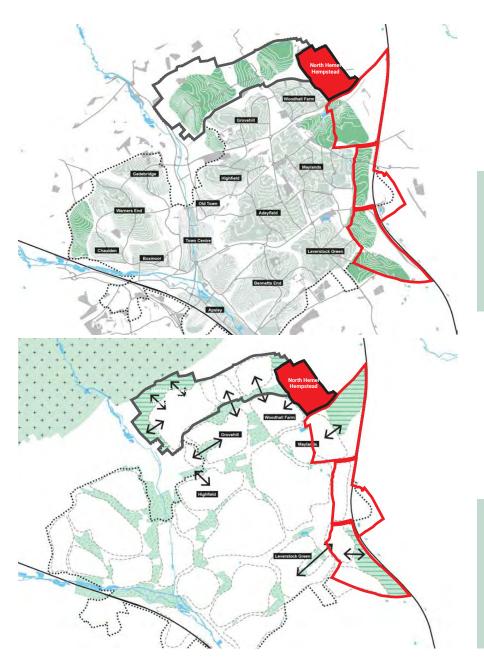
The land at North Hemel Hempstead will create a network of footpaths and cycle routes to connect into neighbouring draft allocated sites. This approach serves to promote a wider comprehensive and cohesive sustainable movement network that connects to strategic leisure and recreation corridors.

INTEGRATED CORE

'Removing vehicular traffic from the town centre via a new link road creates the space and conditions for improved pedestrian, cycle and public transport connections'.

The land at North Hemel Hempstead will deliver an essential section of the link road route while promoting other more sustainable modes of travel including walking, cycling and public transport.





CREATE COMMUNITIES

'The topography of areas of new development are an opportunity to create places with distinctive character. In addition to spatial variety, new community facilities and social infrastructure should create new, socially mixed communities.'

The land at North Hemel Hempstead will be designed to reflect the prevailing landscape character. The southern area of the site would be focussed around a valley character, while the northern area of the site would reflect a plateau character. This is further explored in the following Development Principles chapter.

GREEN SPACES THAT ENCOURAGE USE

'Existing and new green spaces should be programmed to ensure that they attract users and become spaces that bring Hemel Hempstead's communities together. They are also a unique opportunity to encourage the use of the countryside surrounding Hemel Hempstead.'

The land at North Hemel Hempstead will create a variety of landscape based around health and wellbeing as part of creating a healthy community (explored in the previous pages of this document). Landscapes include a range of active, leisure and growing landscape to encourage social interaction and physical activity.

8.0 SITE DEVELOPMENT PRINCIPLES

The following pages set out a sequence of diagrams to show the key organising principles for the proposed development at North Hemel Hempstead. The principles have been developed in response to the Hemel Garden Communities Charter, contextual analysis and technical constraints work set out earlier in this document.





1. SITE TODAY

The site is located on land situated between the eastern urban edge of Hemel Hempstead and the village of Redbourn.

The site comprises 87.9 hectares of predominantly arable agricultural farmland with a small proportion of pasture in the northern part, interspersed with mature field trees and hedgerow field boundaries. A public footpath, an underground gas main, a line of 400kv overhead pylons and a high voltage overhead power line all cross the site.

The site is bound by the B487/Redbourn/Hemel Hempstead Road to the south and Holtsmere End Lane to the west and north.

2. ESTABLISH A COUNTRY PARK AND NEW GREENBELT BOUNDARY

The release of the North Hemel Hempstead Broad Location from the Green Belt requires a revised Green Belt boundary in this location (← → →). It is proposed the new Green Belt boundary is formed by the existing 400kv pylons that run on a north west to south east axis across the site and reinforced through the addition of a new Country Park featuring landscape mitigation, which would provide a permanent, defensible and long term new Green Belt boundary along the site's eastern edge ().







3. CREATE BIODIVERSE LANDSCAPE CORRIDORS

The landscape corridors provide a biodiverse, recreational and educational resource and are an attractive outlook for new homes. The landscape corridors are also conduits for pedestrian and cycling movement, linking the site to Hemel Hempstead and surrounding villages and the countryside.

"Strategic and local public open space, including managed woodland and ecological networks"

Policy S6 iv of the St Albans Local Plan 2020-2036

4. HOMES SENSITIVELY LOCATED WITHIN A GREEN NETWORK

Homes enclose public space and streets to provide natural passive surveillance of public space. The majority of homes will enjoy a green and pleasant outlook.

Lower densities are located at the eastern and northern edges of development to create a sensitive interface with the countryside and country park. Higher densities will be located on areas of lower ground and adjacent to Hemel Hempstead.

5. CONNECT THE CHILTERN HILLS TO THE NICKEY LINE

Create a sequence of public spaces, each with a distinct character, to connect the Chiltern Hills (located approximately 1km to the north of the site) to the Nickey Line.

"Countryside access links including improved off-road paths (rights of way) and links to a community food zone retained in the Green Belt"

Policy S6 iv of the St Albans Local Plan 2020-2036





6. CREATE COMMUNITIES THAT RESPOND TO TOPOGRAPHY

Support the Hemel Garden Communities Charter placemaking principle of creating distinctive communities that respond to topography.

The creation of two broad development and landscape types respond to the prevailing landscape character:

- Plateau character including a common and village green
- Valley character with buildings, streets and paths orientated to work with gentle slopes

7. CREATE A MIXED-USE HEART

The majority of the non-residential uses will be focused at the village heart where facilities are most accessible to all by foot.

The mixed-use heart is a community cluster that includes:

- retail, commercial and health provision
- a 3FE primary school
- retirement accommodation

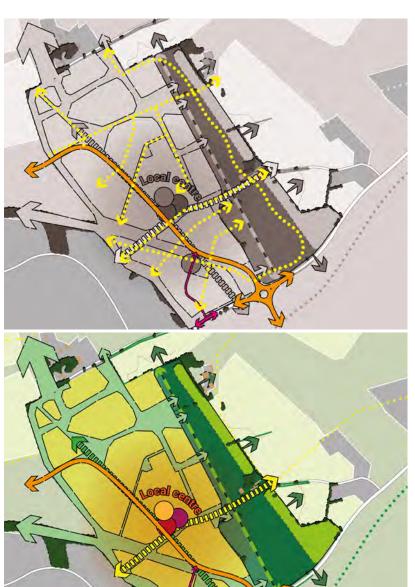
Co-locating different land uses encourage vitality throughout all times of the day and enhances long term economic viability.

"New neighbourhood and local centres, including commercial development opportunities"



"Transport network (including walking and cycling links) and public transport services upgrades/improvements.".

Policy S6 iv of the St Albans Local Plan 2020-2036



8. CREATE A SUSTAINABLE MOVEMENT AND ACCESS STRATEGY

The creation of a movement and access strategy that prioritises walking, cycling and public transport provision over the private car encourages a sustainable, safe and healthy lifestyle.

A comprehensive network of walking and cycle routes (<->) provide connections to Hemel Hempstead, future neighbouring draft development allocations/ proposals and the leisure and recreation resources of the countryside beyond.

A primary access point (\Rightarrow) delivers a key section of the wider link road and provides a public transport corridor.

A secondary access point () will provide access to early phases of development and provide an alternative access to the site.

THE PRINCIPLES COMBINED





9.0 MASTERPLAN FRAMEWORK

The land at North Hemel Hempstead presents the opportunity to create a new, integrated, high quality neighbourhood for Hemel Hempstead of real note based upon the Garden City principles, sustainable design, health and wellbeing.



Our technical, environmental and masterplanning work has demonstrated that draft Policy S6 iv of the St Albans Local Plan 2020-2036 for the land at North Hemel Hempstead is deliverable. The site is a sustainable choice for new development and technically unconstrained.

Policy S6 iv (abridged):





Masterplanned development led by the Council in collaboration with Dacorum Borough Council, local communities, land owners and other key stakeholders.







Minimum capacity of 1,500 dwellings.





At least one 50+ bed C2 residential or nursing care home and at least one 50+ home C3 home C3 flexicare scheme.







Minimum 40% affordable housing.





Minimum overall net density 40 dwellings per hectare.







Strategic and local public open space, including managed woodland and ecological networks.

Countryside access links including improved off-road paths (rights of way) and links to a community food zone retained in the Green Belt.

A substantial new Country Park providing facilities for new and existing communities and a permanent green buffer to Redbourn

Retention of important trees and landscape features.









A 3FE primary school, including early years provision, to serve the new community.







Transport network (including walking and cycling links) and public transport services upgrades/improvements.





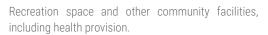


Self build housing.





New neighbourhood and local centres, including commercial development opportunities.









Community management organisation with sufficient assets to provide sustainable management of community facilities, open spaces and parklands.





Excellence in design, energy efficiency and water management and appropriate renewable energy production and supply mechanisms.





Primary school 3FE



Nursing care home



Mixed-use local centre



Playing fields

01

Primary access

02

Secondary access

03

SuDS network

UHV power-line pylons

05

Landscape corridors

06

Oil pipeline easement

07

Pedestrian/cycle access



Allotments



Country Park parking



Strategic planting

School playing fields





10.0 ARTIST'S IMPRESSION



11.0 PHASING & DELIVERY

Pigeon (Hemel Hempstead) Ltd are the landowners of the southern part of the North Hemel Hempstead Broad Location Site. Pigeon has been leading the promotion of the site in collaboration with the other landowners within the northern part of the site who are in advanced negotiations with Bloor Homes to be their delivery partner and hope to conclude an agreement in early 2020.

Pigeon, together with the other landowners and their Development Partners are committed to working collaboratively together and with St Albans City and District Council, Dacorum Borough Council and Hertfordshire County Council and other stakeholders in order to secure the delivery of the North Hemel Hempstead Broad Location Site to provide:

- A minimum of 1,000 new homes;
- At least one care home and one flexi-care scheme;
- A new 3-Form Entry Primary school and pre-school;
- A Supporting Local Centre to include community, leisure and health care provision; and
- A publicly accessible Country Park that will provide a wide variety of open space for formal and informal requirements;
- Supporting transport infrastructure;
- Other supporting infrastructure, landscaping and public open space.

The land is available for development, is free from any overriding constraints and the development of the site is considered to be viable. A Joint Statement of Common Ground between Pigeon and St Albans City and District Council has been agreed which confirms this. A separate Statement of Common Ground between Pigeon, Bloor Homes and The Crown Estate, (the landowner and promoters of the East Hemel Hempstead Broad Location sites to the south) has also been agreed to demonstrate Joint Working and co-operation.

Overall Phasing Strategy

Draft Policies S6 and S6 (iv) of the Publication Draft Local Plan require that any subsequent planning applications for the Broad Locations should be prepared to materially accord with masterplans led by the Council in collaboration with Dacorum Borough Council, local communities, and other stakeholders.

A Strategic Memorandum of Understanding between St Albans City and District Council, Dacorum Borough Council and Hertfordshire County Council has been agreed and approved by Members of all three authorities and which sets out the approach to be taken towards the masterplanning of the Hemel Garden Communities sites. This proposes that a High-Level Masterplan SPD will be prepared by the Councils in collaboration with the landowners / developers of the individual sites and other stakeholders. A Project Plan has been prepared by the Councils which sets out how this and related work will be progressed over the next few years. St Albans CDC has also prepared their own Masterplanning Toolkit for the Draft Strategic Sites which the Masterplan will also need to accord with.

Pigeon are committed to working with the Councils and other stakeholders to develop a suitable and integrated masterplan framework for the North Hemel Hempstead Broad Location Site and which any applications for the site would need to adhere to.

It is envisaged that detailed phasing arrangements would be agreed through this Masterplan process. Nonetheless, the key guiding principles for the Phasing of North Hemel Hempstead are to:

- Begin construction where development can take advantage of existing infrastructure and where new and existing residents can benefit from any new facilities;
- Provide new junctions onto Redbourn Road as part of the first phases of development and the subsequent phasing of transport infrastructure commensurate with the buildout of the scheme including the phasing of the road infrastructure;
- Design and construct an appropriate amount of the landscape and public realm proposals simultaneously with development, to help create the identity for the Garden Community; and,
- Ensure that the appropriate level of employment, community, education and neighbourhood facilities are in place to meet demand and/or the needs for the development.

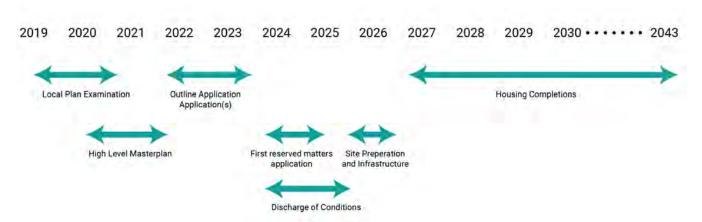


Quantum of Development

St Albans City and District Council has identified North Hemel Hempstead as a Broad Location site for strategic housing growth. The Emerging Plan identifies the site for a minimum of 1,500 new homes, care facilities, a 3FE primary school and pre-school, local centre and country park. The Illustrative Framework Masterplan demonstrates that the Site has the capacity to accommodate these and other requirements of Policy S6 (iv) taking account of the various site constraints and opportunities identified. Draft Policy S6 (iv) states that around 1,000 of these new homes would be provided beyond the Plan period. As a result, the Illustrative Housing Trajectory enclosed at Appendix 2 of the Local Plan indicates new housing completions from the site commencing in 2031/32 with 575 new homes completed by 2036 and approximately 1,000 new homes completed beyond the Plan period.

Delivery

The proposed delivery strategy for the site is in a number of phases to provide the housing, employment, transport and social infrastructure in the Plan period and beyond. The proposed housing trajectory (below) differs from that shown in the Local Plan Publication Draft Appendix 2 in that Pigeon consider that the North Hemel Hempstead site is capable of coming forward to development earlier in the Plan Period with new housing completions capable of commencing in 2026/27. As a result, the Site would therefore be able to deliver more than the 575 dwellings currently indicated in the Council's Housing Trajectory and could potentially deliver a minimum of 800 dwellings within the Plan period, an increase of 225 dwellings as shown below.



North Hemel Hempstead Delivery Timeline

	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44
Annual							25	50	50	75	100	100	100	100	100	100	100	100	100	100	100	75	75	25
Cumulative							25	75	125	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1475	1500

 $North\ Hemel\ Hempstead\ Housing\ Trajectory$

12.0 CONCLUSION

This document has set out our vision and concepts for the delivery of a sustainable new neighbourhood at North Hemel Hempstead as part of the wider Hemel Garden Community.

We have demonstrated our commitment to delivering a sustainable, mixed community of the highest design standards that truly reflects garden community principles and where people aspire to live. Pigeon are working with the other landowners and Bloor Homes along with the Council and their partners to deliver this and believe that we have the track record and experience to realise the vision set out in this document.

The Council has identified that there are 'Exceptional Circumstances' to justify the release of the site from the Green Belt in order to meet the District's housing needs. The site is located in a highly sustainable location to the north east of Hemel Hempstead and is available and suitable for development. We have demonstrated that the site is relatively unconstrained and that the existing landscape and other features can be readily incorporated into the design of the scheme in order to avoid any significant impacts.

We have devised a robust spatial concept for the site which is based on a number of key design principles informed by the objectives of the emerging Local Plan and Hemel Garden Communities Charter, an analysis of the site and its context and universal urban design principles: creating a balanced, healthy and sustainable new neighbourhood; and a high quality place. The site will provide for a minimum of 1,500 new homes providing a mix of high-quality housing, including specialist housing and care accommodation. Complimentary services and facilities will be provided in accordance with the requirements of Policy S6 (iv) including a 3FE Primary School and pre-school and Local Centre incorporating community and employment related uses to meet local needs and creating a vibrant mixed community. Homes will be set in carefully landscaped surroundings, providing a transition with and links to the new Country Park and wider countryside to the north and east. The new neighbourhood will be permeable and wellconnected to the town with residents able to walk or cycle along landscaped paths to nearby shops and services, or take their dog out into the countryside. It is a place with a strong individual identity, but one which respects the local context.

We therefore consider that the proposed North Hemel Hempstead Site can be delivered in accordance with the requirements of Policy S6 (iv) and is sound.



Homes overlooking a network of biodiverse landscape corridors



Buildings relating to the Country Park



High quality design of 3FE primary school





Creation of a new Country Park for all to enjoy: opportunities for play



 $Creation\ of\ a\ new\ Country\ Park\ for\ all\ to\ enjoy:\ opportunities\ for\ growing$



 ${\it Creation of a new Country Park for all to enjoy: opportunities for art}$



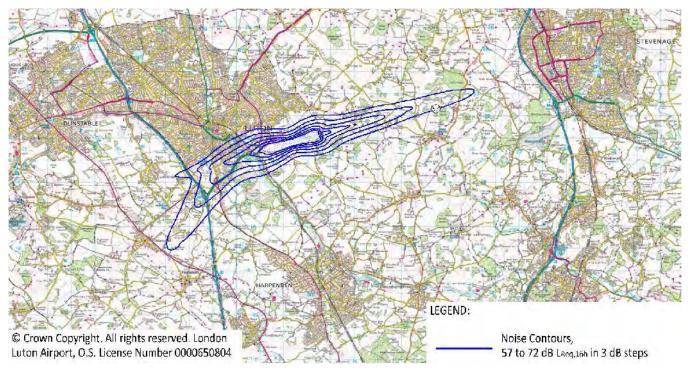
 $High\ quality\ homes\ overlooking\ a\ network\ of\ village\ greens$



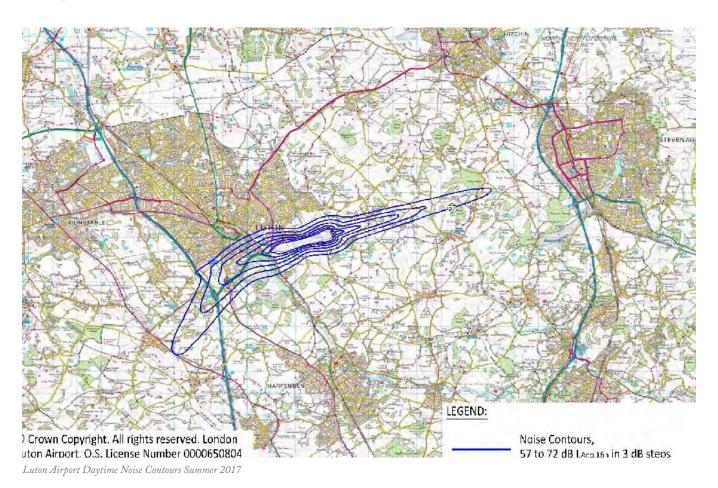
Appendix A: Aviation Noise Pollution

AVIATION NOISE POLLUTION

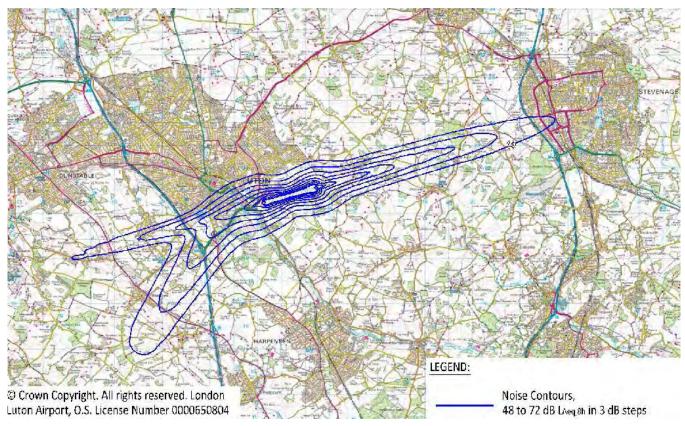
The London Luton Airport Quarterly Monitoring Report, Qt 2 2019, confirm the site is not affect by aircraft noise pollution generated by Luton Airport.



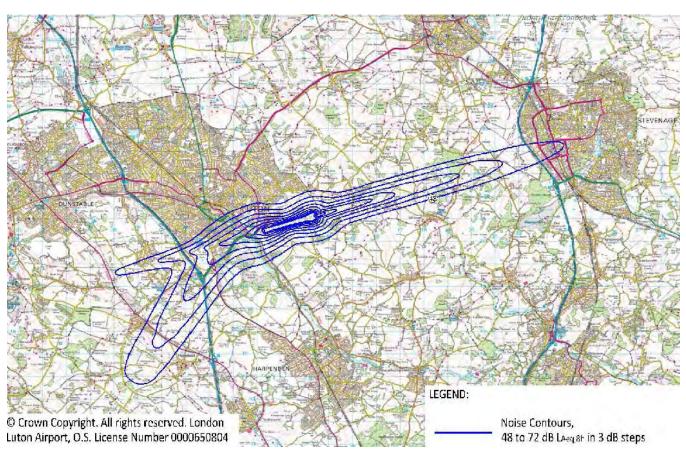
Luton Airport Daytime Noise Contours Summer 2018







Luton Airport Night-time Noise Contours Summer 2018



Luton Airport Night-time Noise Contours Summer 2017



